Administrative Report
on
Railways in India
for
1913-14
(Vols. I & II)

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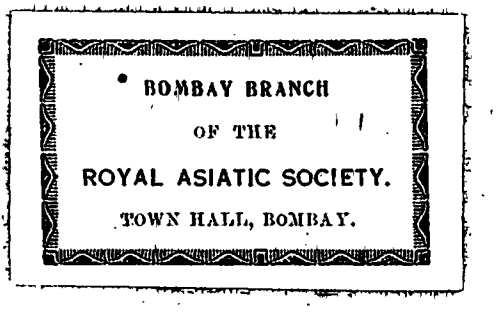


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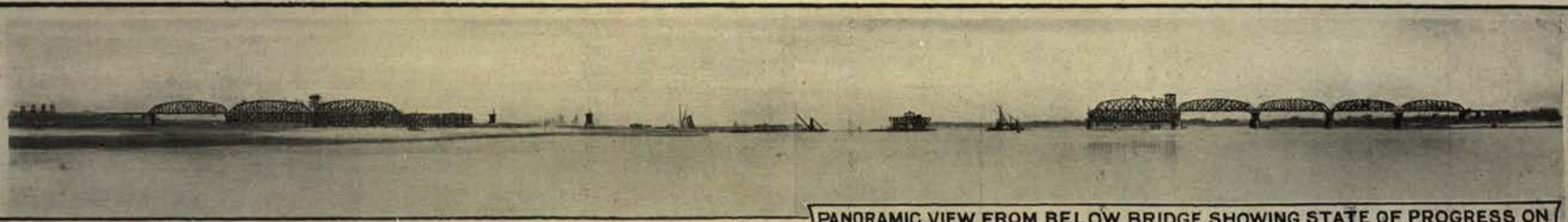

PANORAMIC VIEW FROM BELOW BRIDGE SHOWING STATE OF PROGRESS ON 31ST MARCH 1914.

VIEW ALONG BRIDGE FROM RIGHT BANK BELOW BRIDGE.

VIEW ALONG BRIDGE FROM LEFT BANK ABOVE BRIDGE.

# THE LOWER GANGES BRIDGE
## — SARA-BENGAL —
SHOWING STATE OF PROGRESS ON
31ST MARCH 1914.

RAILWAY DEPARTMENT

GOVERNMENT OF INDIA

RAILWAY BOARD

# Railways in India

**Administration Report for the year**

**1913-14**

134565

26/56/49

**VOLUMES I & II**

**REPORT**

SIMLA

GOVERNMENT CENTRAL PRESS

1914

00134505

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ADMINISTRATION REPORT

ON THE

# RAILWAYS IN INDIA

FOR THE YEAR

## 1913-14

(and period January to March 1913)

## Introductory

THE Administration Reports on Indian Railways hitherto published have had reference to the working of each calendar year, the last report issued being that for the year 1912. Owing to the adoption, by the principal railway administrations, of the Government financial year for all accounts and statistical purposes, the reports will henceforth be published for the Government financial year which begins on the first of April; and the present report accordingly deals with the transactions of the year 1st April 1913 to 31st March 1914.

For the purposes of comparison, financial statistics have been abstracted with reference to preceding financial years as far as possible. In the case of technical statistics, however, it was found that the preparation of figures relating to financial years would involve an undue amount of labour, and for this reason technical statistics have reference in most cases to calendar years where they are given in the report for periods prior to the commencement of the year immediately under consideration. It has seemed best for purposes of comparison of the results of the year 1913-14 with those of previous years to ignore the interim period, January—March 1913, in the body of the report. Figures relating to this period will, however, be found in the appendices.

Certain minor changes in the form and substance of the report which is now issued, have also been effected with the object of rendering the representation of the facts more lucid and interesting. The Appendices have been bound in a separate volume, and their order has also been altered so as to bring into a more convenient place the general summary relating to each railway system and this "History of Railways, etc.," now constitutes Appendix No. 1. A new Appendix (No. 8), which furnishes a concise summary of the results of working each of the several classes of railway during the year 1913-14, has also been introduced.

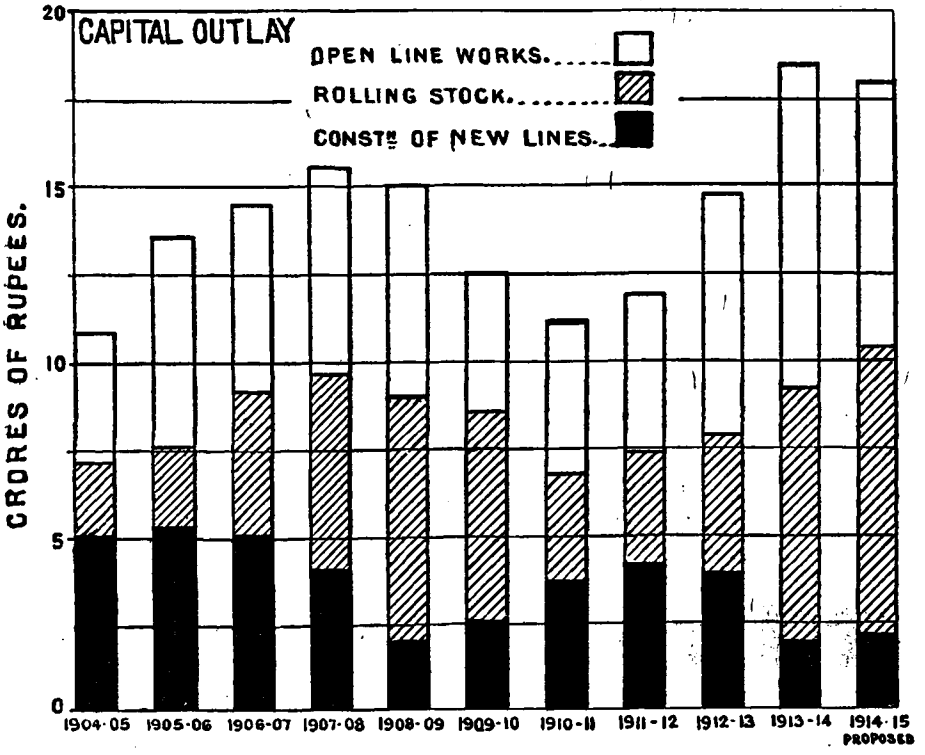
## Capital

The actual capital outlay (booked cost) on lines in which the State is financially interested (excluding premia for the purchase of Companies' lines) from the commencement of operations on all lines open at the close of the year 1913-14 amounted to Rs. 4,40,15·43 lakhs, and on lines then under construction to Rs. 7,68·53 lakhs. In addition Rs. 79·34 lakhs were expended on miscellaneous items. The total outlay thus amounted to Rs. 4,48,63·30 lakhs.

The actual expenditure during 1913-14, amounted to Rs. 18,46 lakhs, distributed as follows:—

| | Rs. |
|---|---|
| Open line works (excluding rolling-stock) ... | ... 9,29,00,000 |
| Rolling-stock ... ... ... | ... 7,31,00,000 |
| New lines (excluding rolling-stock) ... | ... 1,86,00,000 |
| Total | ... 18,46,00,000 |

The following diagram shows graphically how these figures compare with those of past years. The distribution of the grant of Rs. 1,800 lakhs, which has been sanctioned for the financial year 1914-15, is also added for purposes of comparison.




The almost invariable experience in former years was that the sums allotted by Government for capital expenditure were not fully spent. This was due not to the amounts being larger than were necessary but to a rigid system of control,

more particularly of the expenditure in England (which may be taken as roughly half of the whole), the tendency of which was to prevent the free utilization of the grant. Revised arrangements have been introduced of late, and their satisfactory effect was clearly apparent in the year under review, the capital outlay being slightly in excess of the sum estimated and allotted.

## Results of Working

The financial result of the working of the State railways during the year 1913-14 is a return of Rs. 856 lakhs. Out of this a sum of Rs. 145 lakhs (£968 thousand) was expended in the form of annuity payments in redemption of capital. The following table compares the results attained with those of previous years:—

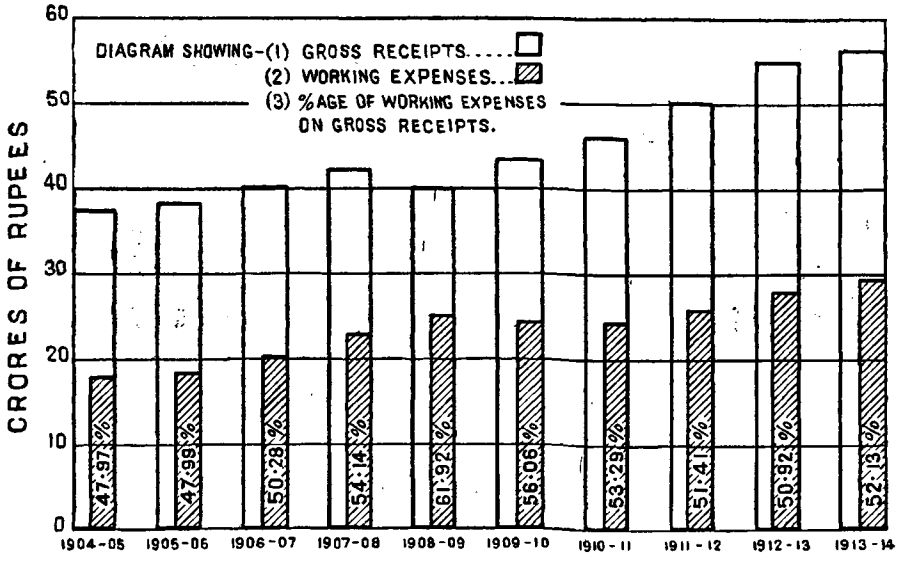
| | 1908-09. | 1909-10. | 1910-11. | 1911-12. | 1912-13. | 1913-14. |
|---|---|---|---|---|---|---|
| **Revenue.** | | | | | | |
| *Gross traffic receipts.*—State railways | 40,19,98,320 | 43,38,58,967 | 45,94,46,336 | 50,36,86,936 | 55,02,95,460 | 56,31,92,029 |
| *Gross traffic earnings.*—Guaranteed railways | 3,675 | ... | ... | ... | 59,707 | ... |
| *Repayment of advances of interest.*—Subsidized railways | 10,83,045 | 8,74,440 | 5,90,185 | 8,64,671 | 10,97,610 | 13,96,532 |
| TOTAL REVENUE | 40,30,85,040 | 43,47,33,407 | 46,00,36,521 | 50,45,51,607 | 55,14,52,777 | 56,45,88,561 |
| **Expenditure.** | | | | | | |
| *Working expenses.*—State railways | 24,88,83,009 | 24,32,14,762 | 24,48,54,428 | 25,89,45,724 | 28,02,31,303 | 29,35,91,182 |
| *Working expenses.*—Guaranteed railways | 18,094 | 724 | ... | ... | ... | ... |
| *Share of surplus profits paid to Companies, etc.* | 49,95,972 | 48,37,249 | 69,60,184 | 72,30,008 | 1,06,44,628 | 66,12,855 |
| *Land and supervision charges.*—Guaranteed railways | 8,508 | —26,456 | —10,642 | ... | ... | ... |
| *Land and subsidy charges* | 10,62,981 | 6,03,177 | 4,24,114 | 9,09,394 | 5,05,102 | 8,26,189 |
| *Miscellaneous railway expenditure* | 3,76,746 | 5,60,799 | 4,87,174 | 2,72,560 | 9,90,631 | 92,836 |
| TOTAL EXPENDITURE | 25,53,45,301 | 24,91,93,255 | 25,27,15,258 | 26,73,57,686 | 29,23,71,662 | 30,11,23,062 |
| NET REVENUE | 14,77,39,739 | 18,55,40,152 | 20,73,21,263 | 23,71,93,921 | 25,90,81,115 | 26,34,65,499 |
| **Ordinary interest charges.** | | | | | | |
| *Interest on capital outlay.*—State railways | 5,65,50,150 | 5,84,26,320 | 6,13,16,790 | 6,51,62,145 | 7,11,98,490 | 7,52,43,809 |
| Interest on debt for purchase of railways | 2,64,89,040 | 2,63,76,945 | 2,63,18,220 | 2,90,23,905 | 2,90,48,970 | 2,80,73,820 |
| Interest on advances of capital to Companies | 71,82,030 | 71,04,600 | 63,80,265 | 57,77,100 | 58,40,760 | 62,29,551 |
| Interest on capital raised by Companies | 2,47,37,940 | 2,84,14,740 | 3,01,10,065 | 2,73,89,550 | 2,78,10,930 | 2,92,86,245 |
| Annuities in purchase of railways | 3,94,06,845 | 4,01,74,800 | 3,98,25,270 | 3,94,61,445 | 3,90,96,990 | 3,90,46,380 |
| TOTAL INTEREST | 15,43,66,005 | 16,01,97,405 | 16,39,50,630 | 16,68,14,145 | 17,29,96,140 | 17,78,79,805 |
| Surplus of net revenue over interest | —66,26,266 | 2,50,42,747 | 4,33,70,633 | 7,03,79,776 | 8,60,84,975 | 8,55,85,694 |

The gross earnings of *all* Indian railways during the year 1913-14 amounted in round figures to Rs. 6,358·56 lakhs, compared with Rs. 6,170·87 lakhs in 1912-13, being an increase of Rs. 187·69 lakhs, while the working expenses were Rs. 174·80 lakhs more than in 1912-13 The net earnings amounted to Rs. 3,065·52

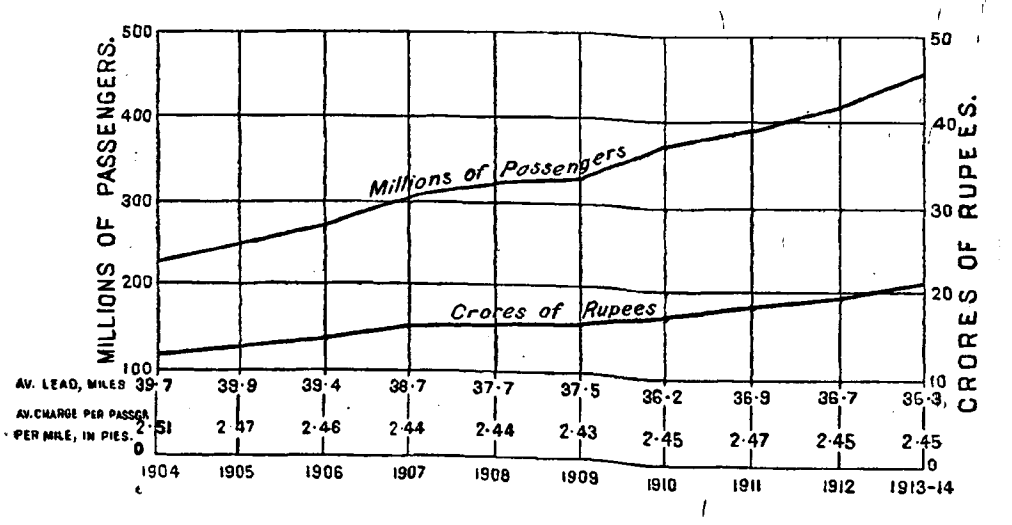
lakhs, against Rs. 3,052·63 lakhs in 1912-13, or an increase of Rs. 12·89 lakhs. These net earnings yielded a return on the capital outlay (Rs. 49,509·00 lakhs) on open lines, *i.e.*, on mileage earning revenue, of 6·19 per cent, as compared with 6·48 per cent in 1912-13. The corresponding actual return per cent for the previous calendar years is compared as follows :—

| 1904. | 1905. | 1906. | 1907. | 1908. | 1909. | 1910. | 1911. | 1912. | 1913-14. |
|---|---|---|---|---|---|---|---|---|---|
| 6·00 | 6·07 | 5·96 | 5·86 | 4·33 | 4·81 | 5·46 | 5·87 | 6·77 | 6·19 |

The following diagram shows graphically the ratio of aggregate revenue expenditure to gross receipts of State lines, worked by the State and Companies, for the past ten years :—

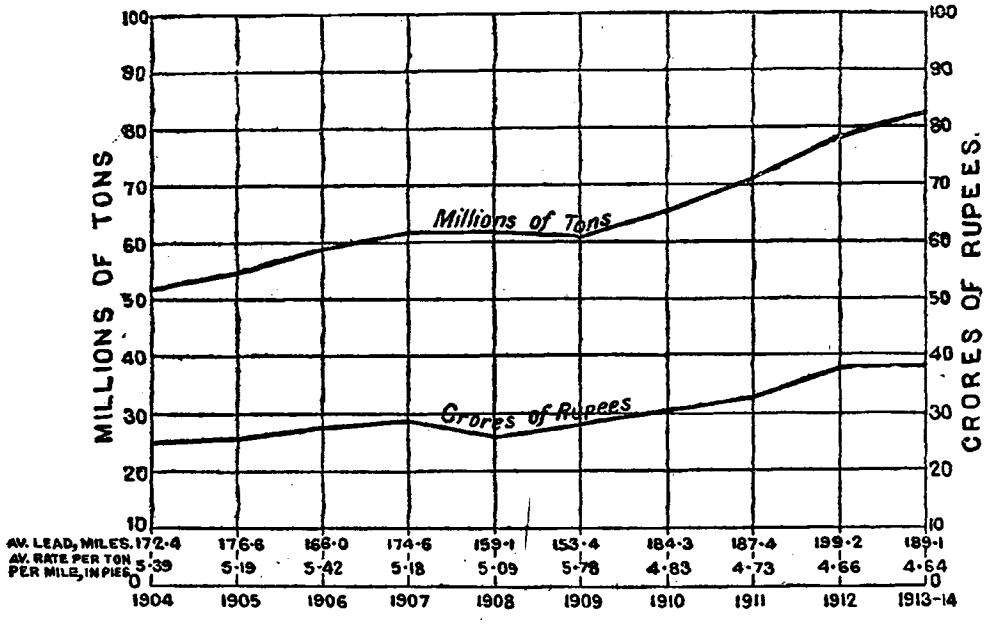



The number of passengers carried and the earnings therefrom are compared in the next diagram.



The increase in the passenger traffic during the year under review indicates a general development of traffic, brisk trade, an increased number of people attending *melas* and fairs and the result of opening new lines.

A similar comparison of the tonnage of, and earnings from, goods traffic is afforded by the following diagram




It will be observed that though there was a considerable increase in the tonnage carried during the year under review this was not accompanied by a corresponding growth of earnings. The explanation is that the long distance traffic to the ports fell off on account of reduced exports of grain to Europe, owing to the failure of crops in the United Provinces and some parts of Bengal.

## Mileage

During the year 1913-14, 1,053·47 miles of railway were opened to traffic, bringing the total mileage open (after allowing for minor corrections due to realignments, etc.) up to 34,656 miles. The additional mileage was made up as follows:—

| | 5′ 6″ gauge. | 3′ 3½″ gauge. | 2′ 6″ gauge. | 2′ 0″ gauge. | Total. |
|---|---|---|---|---|---|
| | Miles. | Miles. | Miles. | Miles. | Miles. |
| State lines worked by the State ... ... ... | 143·97 | 10·18 | 88·91 | ... | 243·06 |
| State lines worked by Companies ... ... | 205·85 | 10·07 | 214 52 | ... | 430·44 |
| Branch line Companies' railways assisted under "rebate" terms. | 70·24 | ... | 71·65 | 14·28 | 156·17 |
| Assisted Companies' lines subsidized by District Boards | ... | ... | 36·80 | ... | 36·80 |
| Assisted Companies' lines receiving land only from Government. | ... | 39·29 | ... | ... | 39·29 |
| Native State lines worked by Native States ... | ... | 104·15 | 19·73 | ... | 123·88 |
| Native State lines worked by Companies ... ... | ... | ... | 23 83 | ... | 23·83 |
| TOTAL ... | 420·06 | 163·69 | 455·44 | 14·28 | 1,053 47 |

The mileage sanctioned for construction during the year comprised :—

| | 5′ 6″ gauge. | 3′ 3½″ gauge. | gauge. | 2′ 0″ gauge. | Total. |
|---|---|---|---|---|---|
| | Miles. | Miles. | Miles. | Miles. | Miles. |
| State lines worked by Companies ... ... | 60·04 | 21·07 | ... | ... | 81·11 |
| District Boards' lines ... ... ... | 21·10 | 25·04 | ... | ... | 46·14 |
| Branch line Companies' railways assisted under "rebate" terms. | 169·05 | ... | 76·50 | ... | 245·55 |
| Branch line Companies' railways assisted under "guarantee" terms. | ... | ... | 32·69 | ... | 32·69 |
| Assisted Companies' lines subsidized by the Government of India. | 14·81 | ... | ... | ... | 14·81 |
| Assisted Companies' lines subsidized by District Boards. | ... | ... | 4·66 | ... | 4·66 |
| Assisted Companies' lines receiving land only from Government. | ... | 5·31 | ... | ... | 5·31 |
| Native State lines worked by Native States ... | ... | 191·32 | 23·75 | 25·00 | 240·07 |
| Native State lines worked by Companies ... ... | 28·80 | 192·15 | 62·30 | ... | 283·25 |
| TOTAL ... | 293·80 | 434·89 | 199·90 | 25·00 | 953·59 |

The total mileage under construction or sanctioned for construction at the close of the year ending 31st March 1914 was :—

| | 5′ 6″ gauge. | 3′ 3½″ gauge. | 2′ 6″ gauge. | 2′ 0″ gauge. | Total. |
|---|---|---|---|---|---|
| | Miles. | Miles. | Miles. | Miles. | Miles. |
| State lines worked by the State ... ... | 172·17 | ... | 47·12 | ... | 219·29 |
| State lines worked by Companies ... ... | 496·10 | 276·99 | 40·47 | ... | 812·56 |
| District Boards' lines ... ... ... | 21·10 | 53·62 | ... | ... | 74·72 |
| Branch line Companies' railways assisted under "rebate" terms. | 198·87 | ... | 175·50 | 83·88 | 458·25 |
| Branch line Companies' railways assisted under "guarantee" terms. | ... | ... | 32·69 | ... | 32·69 |
| Companies' lines guaranteed by Native States ... | ... | ... | 37·95 | ... | 37·95 |
| Assisted Companies' lines subsidized by the Government of India. | 14·81 | 2·56 | ... | ... | 17·37 |
| Assisted Companies' lines subsidized by local Governments. | ... | ... | 18·50 | ... | 18·50 |
| Assisted Companies' lines subsidized by District Boards. | ... | ... | 4·66 | 3·50 | 8·16 |
| Assisted Companies' lines receiving land only from Government. | ... | 5·31 | 50·86 | ... | 56·17 |
| Unassisted Companies' lines ... ... ... | ... | ... | 25·70 | ... | 25·70 |
| Native State lines worked by Native States ... | ... | 221·03 | 31·56 | 25·00 | 277·59 |
| Native State lines worked by Companies ... ... | 28·80 | 262·28 | 112·80 | ... | 403·88 |
| TOTAL ... | 931·85 | 820·79 | 577·81 | 112·38 | 2,442·58 |

The progress made during the past ten years is summarised in the following table :—

| Gauge. | MILEAGE OPEN AT THE END OF | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1904 | 1905 | 1906 | 1907 | 1908 | 1909 | 1910 | 1911 | 1912 | 1913-14 |
| 5′ 6″ ... | 14,733 | 15,028 | 15,518 | 15,821 | 15,951 | 16,309 | 16,701 | 17,016 | 17,189 | 17,641 |
| 3′ 3½″ ... | 11,562 | 11,959 | 12,149 | 12,613 | 12,863 | 13,323 | 13,530 | 13,759 | 14,165 | 14,389 |
| 2′ 6″ ... | 942 | 980 | 1,071 | 1,234 | 1,394 | 1,443 | 1,436 | 1,632 | 1,692 | 2,174 |
| 2′ 0″ ... | 328 | 328 | 329 | 342 | 368 | 415 | 432 | 432 | 438 | 452 |
| TOTAL... | 27,565 | 28,295 | 29,097 | 30,010 | 30,576 | 31,490 | 32,099 | 32,839 | 33,484 | 34,656 |

## Lines Opened during the Year

The following are some of the more important of the lines which have been opened throughout and are included in the foregoing statement.

**The Jullundur-Hoshiarpur Branch of the North Western Railway.**

This branch line, 24 miles in length, has been constructed as an integral part of, and on the same gauge as, the parent line. It traverses a rich part of the Punjab and connects Hoshiarpur, the only district head-quarter in that province not already provided with railway communication, with the main line. Irrigation is not required in this country in which the rainfall is both ample and regular owing to the proximity of the Siwalik range; and the Jats who constitute the greater number of the inhabitants, have always been, therefore, very well-to-do. The earnings received since the line was opened on 16th June 1913, indicate that the undertaking will prove highly remunerative, and have encouraged the promotion of a company for the construction of other branches in the neighbourhood Hoshiarpur does considerable business with the Kangra Valley. This traffic has been attracted to the railway.

**The Bayana-Agra Railway.**

This line virtually constitutes the last section of the very important Nagda-Muttra project. By the opening of a broad gauge railway between Nagda and Muttra, the Bombay, Baroda and Central India Railway Company secured access to Delhi. By the opening of this further extension, 50 miles in length, on the 1st December 1913, access was obtained to the important centre of Agra, from which place two broad gauge routes to Bombay have thus become available. While the line is of first importance as part of an important line of through communication, a considerable local traffic will also be served, as the famous Bharatpur quarries, which provided the stone from which Agra City has been built, and the ancient town of Fatehpur Sikri, whose historical remains attract travellers from all over the world, are both situated on the new railway.

**The Benares-Allahabad Branch of the Bengal and North Western Railway.**

This branch line, 82 miles in length, has been constructed by the Bengal and North Western Railway Company mainly with the object of securing access to Allahabad, which it reaches by a bridge over the Ganges of 40 spans of 150 feet clear. This bridge was opened to traffic on the 9th May 1913, thus completing the connection. In addition to the advantage secured by the connection of the metre gauge system with the head-quarters of the province, the line serves to open out a rich riverain tract on the north bank of the Ganges and is of great importance in connection with pilgrim traffic. The project includes a short branch to Mirzapur, from which place access to the south side of the Ganges and the East Indian Railway is secured by a bridge of boats.

**The Barharwa-Azimganj-Katwa Extension of the Hooghly-Katwa Railway.**

This line, which is 100 miles in length and was opened throughout for traffic on 1st May 1913, runs through a riverain tract on the right bank of the Ganges and the Bhagirathi River. The country is densely populated and entirely agricultural, the chief export being rice. During construction considerable difficulties were experienced owing to flooding from the neighbouring rivers; the height of these floods exceeded any previously recorded and necessitated considerable modifications in the project.

**The Singhjani-Fulchari Extension of the Eastern Bengal Railway.**

Though this metre gauge line is only 26 miles in length, it constitutes a most important link completing a new line of communication between the northern section of the Eastern Bengal Railway and the Bengal and North Western Railway on the one side, and the Dacca section of the Eastern Bengal Railway lying between the Brahmaputra and Megna rivers on the other. The latter area is almost solely under jute and relies on the areas further west for food stuffs and cattle, and to a large extent for labour also. Prior to the opening of this connection, no direct means of railway communication existed. The line was only opened to passenger traffic on the 1st November 1913, but it had been opened for goods traffic more than a year previously. The project included the provision of a fully equipped wagon ferry between Fulchari and Bahadurabad and the traffic which it has carried has exceeded all expectations, and has already necessitated the provision of further traffic facilities. Some trouble has been experienced owing to the shifting of the Brahmaputra at the ferry, but a "backbone" line is in course of construction, from which it will be possible to put down sidings to any point on the river bank which the movements of the river may for the time being render most advantageous.

**The Rangiya-Tangla Section of the Eastern Bengal Railway.**

This line, 24 miles in length, forms a branch of the Gauhati extension, opened to traffic in 1910. The branch is on the metre gauge and constitutes the most north-easterly section of the parent railway. It was opened to passenger traffic on the 16th July 1913 having been opened for goods traffic more than a year. It serves a number of tea gardens at present in existence, and will encourage further development in an area which has not yet been fully exploited.

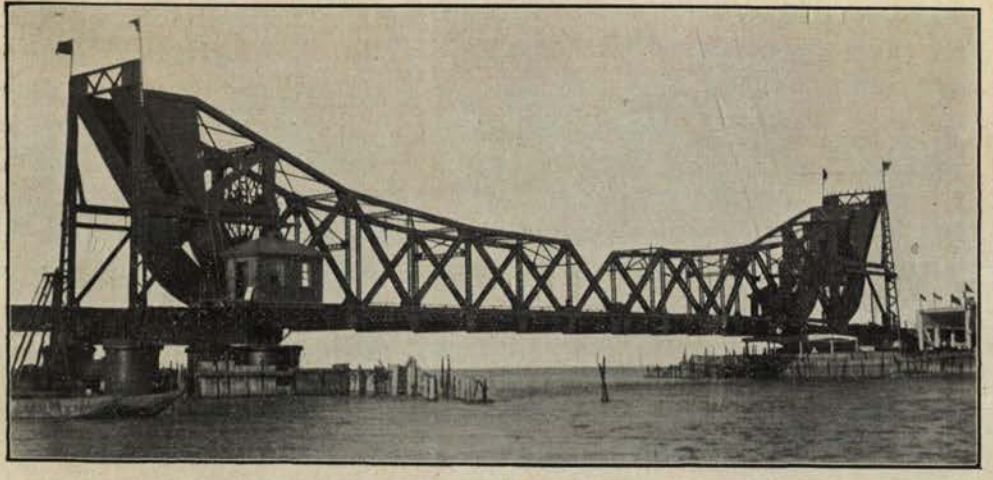
**Bobbili-Salur Branch of the Bengal-Nagpur Railway.**

A 5′ 6″ gauge branch of the Bengal-Nagpur Railway, 10 miles in length, between Bobbili and Salur, was opened on the 1st May 1913. This connects with the Vizianagram-Parvatipur section and will tap the traffic of the rich Jeypur plateau.

General View of Pamban Viaduct from the South.

**Indo-Ceylon Connection.**

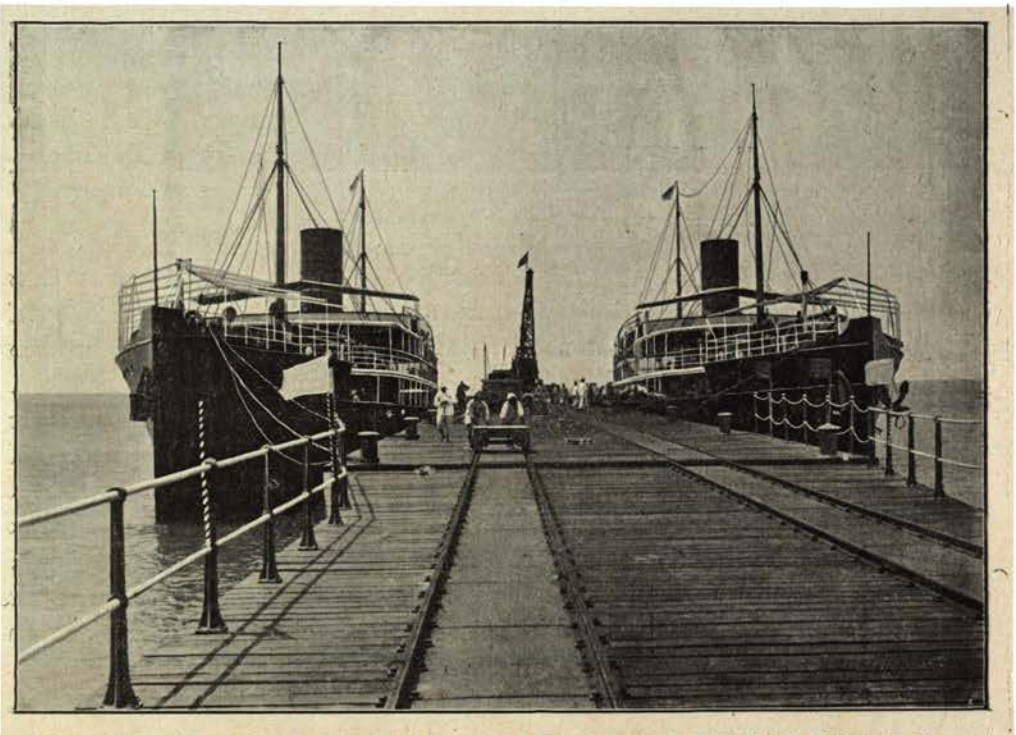
Though the actual length of railway constructed in India is under 22 miles, this project is probably of greater general interest than any other which has been completed during the period under review. The entire scheme includes, in addition to this metre gauge extension, a broad gauge railway between Madawachhi and Talaimannar in Ceylon and a steamer service between Dhanushkodi on the Indian side and Talaimannar in Ceylon. It thus constitutes a line of through communication which will, it is anticipated, attract the greater part of the traffic which formerly passed between Tuticorin and Colombo. The project is also of great engineering interest, as it includes the Pamban viaduct. This viaduct comprises 145 spans of 40 feet plate girders and a single Scherzer rolling lift span of 225 feet clear span. The piers of the viaduct are founded on a sunken reef at depths varying from 5 to 9 feet below mean sea level. This reef, according to tradition, was built by Hanuman and his army of monkeys in the



Pamban Viaduct.—View of Scherzer Bridge Girders Closed.

time of Rama. The abutment piers on either side of the navigable channel spanned by the rolling bridge are, however, carried on four wells each founded on clay at a depth of over 40 feet below mean sea level, the reef being broken at this point, and the gap having been artificially enlarged to facilitate navigation.

Three turbine steamers have been obtained by the South Indian Railway Company for the ferry service. The vessels are 250 feet long with a beam of 38 feet, and are fitted with Parson's geared turbines and Yarrow water tube boilers. They draw 6 feet of water and have been designed to develop a speed of 18 knots.



View looking South along the Pier at Dhanushkodi with two of the South Indian Railway Turbine Steamers (Hardinge and Elgin) alongside.

These steamers, which have been specially designed for the service, will make the journey on what is for the time being the leeward side of the reef, and passengers will thus be able to make their journey of some two hours' duration in still water at all times. Considerable difficulties were experienced in bringing the steamers by sea from the Clyde, but these were successfully surmounted and the vessels were in service at Dhanushkodi in time to permit of the Indo-Ceylon Connection being formally opened by the Governor of Madras in the presence of the Governor of Ceylon and a number of the Company's officials and guests on the 24th February 1914.

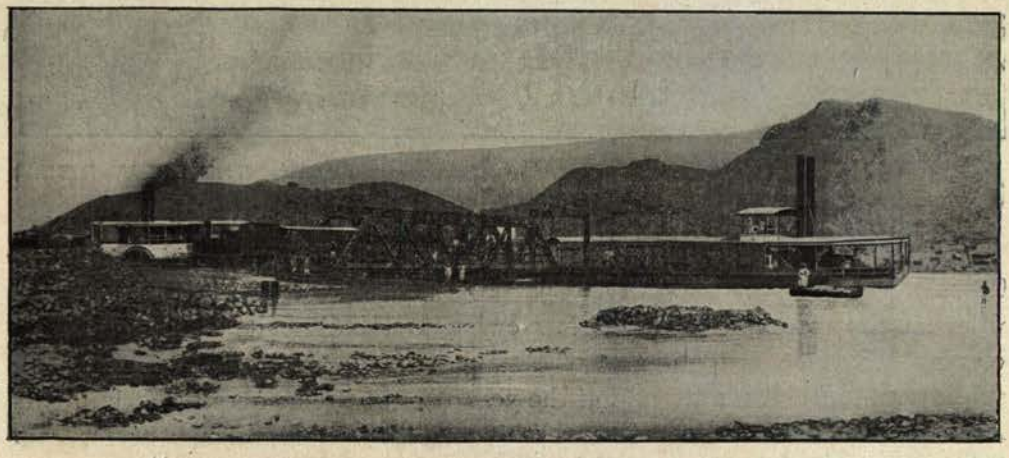
**Narrow Gauge Extensions.**

Several extensions on the 2' 6" gauge have been opened during the year. Of these, the most important is the *Trans Indus (Kalabagh-Bannu) Railway*, which connects the important cantonment of Bannu with the North Western Railway system by means of a branch, 89 miles in length, and a steamer ferry

over the river Indus at Kalabagh. Bannu lies in a valley irrigated from the Kuram river, and has long lacked adequate means for the export of the rice for which it is famous. Since the branch was opened, the export traffic has been extremely heavy, already necessitating the provision of additional locomotives and other rolling-stock.

The Bengal-Nagpur Railway Company opened a branch, 29 miles long, from *Balaghat* to *Katangi* on the 1st May 1913. The line has been projected with a view to the development of the manganese properties in the neighbourhood, while the country traversed is highly cultivated in the low-lying tracts and the hills beyond carry a considerable amount of timber.

The *Murtajapur-Ellichpur Railway*, 47 miles in length, a line constructed by the Central Provinces Railways Company, is a feeder to the Great Indian Peninsula Railway passing through rich cotton-growing country in the Berars. It was opened on the 1st December 1913.



Indus Wagon Ferry—Kalabagh Bannu Railway.

A branch from *Dharmapuri* to *Hosur*, 55 miles in length, was opened by the South Indian Railway on the 15th May 1913. The primary object of the construction of this railway has been famine protection, the rainfall in the low hills on the south-eastern borders of Mysore being irregular.

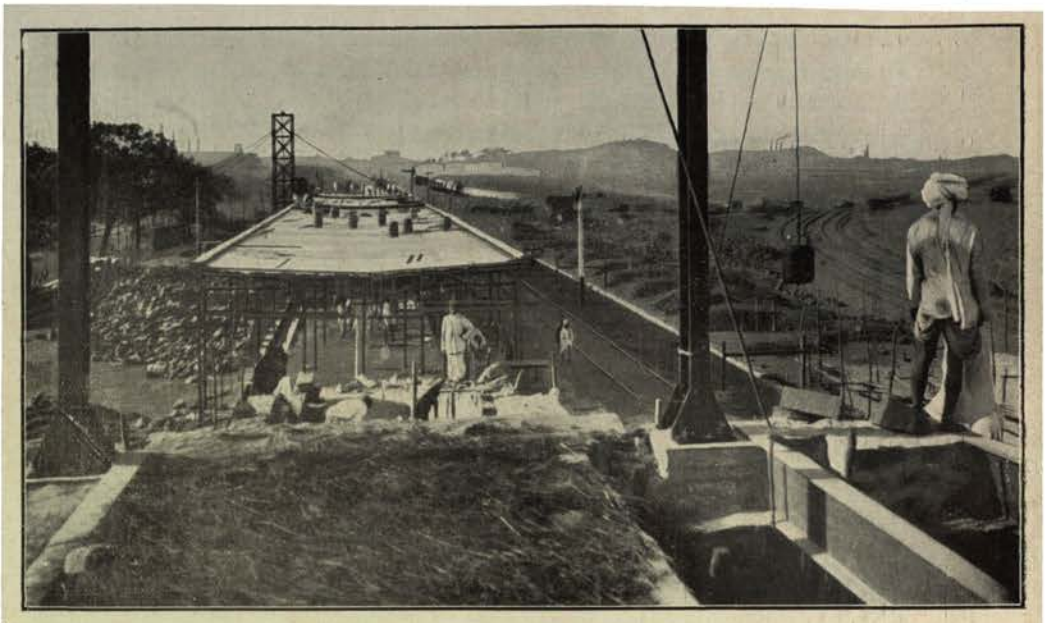
## Mileage under Construction

**Mileage under construction from Imperial funds.**

The mileage of lines under construction from Imperial funds on 31st March 1914, of each gauge, was as under :—

| | |
|---|---|
| 5′ 6″ ... ... ... | 408·63 |
| 3′ 3¾″ ... ... ... | 196·13 |
| 2′ 6″ ... ... ... | 77·70 |
| | 682·46 |

A detailed description of each of these lines will appear in the report for the year in which it is opened throughout for public traffic. It may, however, be of interest to say something of the state of progress of a few of the more important of these lines.



THE GREAT INDIAN PENINSULA

**Bhairab Bazar-Tangi Extension of the Assam-Bengal Railway.**

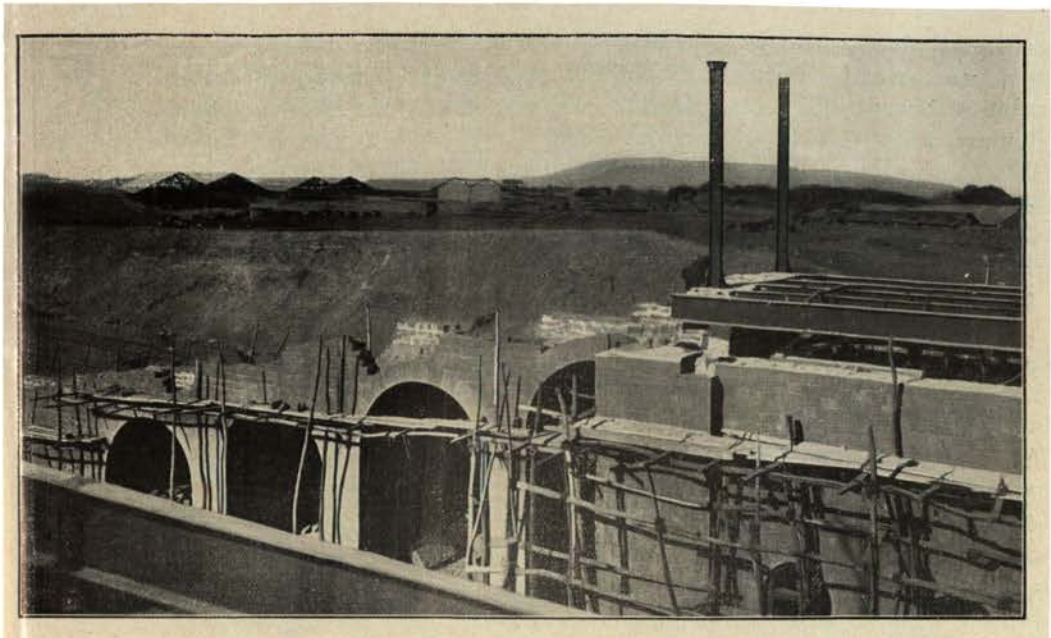
Work on this extension which connects the Assam-Bengal Railway with the Dacca Section of the Eastern Bengal Railway was begun in 1910-11, and although the progress has been slow owing to the difficulty in obtaining and keeping labour in the province of Assam, it is hoped to open the line to public traffic in the latter half of the year 1914-15. The question of bridging the Old Brahmaputra and of establishing a station and permanent ferry in the immediate vicinity of Bhairab Bazar is under consideration; meanwhile, a temporary Ghat to the south of the confluence of the Old Brahmaputra and the River Megna is under construction.

**Burdwan-Howrah Chord.**

The construction of this chord line, which is urgently required in order to relieve congestion between the coal-fields and Calcutta, was begun in September 1913. Work is however confined to the length between Burdwan and Kumarkundu, a station on the Tarkessur Railway, the precise alignment to be followed beyond that point being under examination. This section is expected to be finished about the beginning of the year 1915-1916.

**Itarsi-Nagpur Railway with a branch to the Pench Valley Coal-fields.**

The whole project, 226 miles in length, will, when completed, form part of a through north and south broad gauge connection, and furnish an additional outlet for the traffic of the Pench Valley coal-fields. The section between Itarsi and Budnoor was opened on 1st May 1913. Construction has been proceeded with section by section; the last section to be begun, that between Amla and Pandhura, having been put in hand towards the



RAILWAY—HARBOUR BRANCH EXTENSION.

end of the year under review. It is expected that the lines comprised in the project will all be opened to public traffic by about the close of 1916.

**Cawnpore-Banda Railway.**

The section of this railway between Juhi and Hamirpur Road was opened to public traffic on 21st April 1913. The remaining section has been opened on 20th July 1914.

**Lower Ganges Bridge.**

Work on the Lower Ganges Bridge has proceeded rapidly during the year; only seven spans remained to be erected at the end of the period under review, and it is hoped that the bridge will be opened to traffic on the 1st January 1915.

**Southern Shan States Railway.**

So far work has been confined to the section between Thazi and Aungban, a point on the Kalaw plateau. The sections between Thazi and Kwedatson and between Kwedatson and Yinmabin were opened to public traffic in June 1912 and August 1913, respectively. It is expected that the section between Yinmabin and Aungban will be opened shortly. While, unfortunately, it has not been found possible to commence work on the remaining section, it is hoped that any delay may prove merely temporary and that opportunity may be found for introducing economies by the improvement of the location of this difficult part of the line.

**Great Indian Peninsula Railway—Overhead Connection at Bombay.**

Rapid progress is being made with the construction of the Bombay Overhead Connection, a line which though short, involves much heavy work and will, when completed, provide an easy and rapid communication for traders, passing

between the business centre of Bombay in the vicinity of the Victoria Terminus, across the Great Indian Peninsula Railway goods yard at Wadi Bander, to the grain warehouses and cotton market near Mazagaon on the Harbour Branch Railway.

## New Construction financed by Private Enterprise, District Boards and Native States

**Private enterprise.**

The diagram on page 2 shows that, though the amount made available for capital expenditure on railways has been increasing over a series of years, the balance available from Imperial funds for the construction of new lines has tended on the whole to diminish very rapidly. Since 1909, when the Imperial funds devoted to new construction reached a low ebb, increasing efforts have been made to augment the supply of funds from other sources. It has been found in India to be practically impossible to enlist the assistance of private enterprise without substantial aid from Government. Terms have from time to time been framed on which Government would be prepared to consider applications to form companies for the construction of new lines, and as a result of the consideration given to the matter in 1909, a Resolution was issued in June 1910, offering terms which were considerably more liberal than those previously conceded. Under these terms private enterprise was offered two alternative forms of assistance :—

(1) A rebate paid by the parent line from its net earnings from traffic brought to it by the feeder railway, sufficient to make up 5 per cent. on the *capital outlay*, thus limiting the liability of the main line railway, but holding out a fair prospect of a 5 per cent. return.

(2) A firm guarantee from Government of $3\frac{1}{2}$ per cent. on *capital outlay.*

It is patent that the capital raised by a company may at times be considerably more than that for the time being expended, and that even under the second of the above alternatives shareholders in branch line companies were not assured of any definite return. For this reason, in November 1913, a revised Resolution was issued offering terms which differed from those of 1910, mainly in the substitution of *paid-up capital* for *capital outlay.*

The result of offering these very liberal terms has been apparent during the period under review. Up to the end of the year 1912, $127\frac{1}{4}$ lakhs had been raised under the Branch line terms of 1910 for the construction of 304 miles of railway. During the period under review, Rs. 224 lakhs of capital was raised for the construction of 341 miles.

Of the ten companies which have been floated since 1911 under these terms, eight have taken advantage of the first alternative, the rebate terms, while two only have availed themselves of the guarantee terms. The guarantee terms, however, offer one very distinct advantage in so far as the shares of these companies are available for the investment of trust funds. In order to encourage investments of this class, one of the modifications introduced in 1913, was a clause in the terms which rendered it possible for companies to be floated partly on the rebate and partly on the guarantee terms, a concession of which advantage has been taken since the close of the period under review.

The table below shows the concessions that have been granted during the period under review.

| Name of Railway. | Gauge. | Length. | Capital subscribed. | Financial Assistance. | Working Agency. | Promoters. |
|---|---|---|---|---|---|---|
| | Ft. Ins. | (Miles.) | Rs. (Lakhs.) | | | |
| Burdwan-Katwa Railway ... | 2 6 | 33 | 17½ | Guarantee terms of 1913... | Branch Line Company ... | Messrs. McLeod & Co. and Mr. S. C. Ghose. |
| Mandra-Bhon Railway ... | 5 6 | 47 | 27½ | Rebate terms of 1913 ... | North Western Railway... | Messrs. Killick, Nixon & Co. |
| Jacobabad-Kashmore Railway ... | 2 6 | 77 | 20 | Rebate terms of 1910 ... | North Western Railway | Messrs. Forbes, Forbes Campbell & Co. |
| Sara-Sirajganj Railway ... | 5 6 | 49 | 60 | Rebate terms of 1913 ... | Eastern Bengal Railway... | Messrs. Gillanders, Arbuthnot & Co. and Killick, Nixon & Co. |
| Hoshiarpur-Doab Railways ... | 5 6 | 74 | 45 | Rebate terms of 1913 ... | North Western Railway . | Messrs. Gillanders, Arbuthnot & Co. |
| Bankura-Damoodar River Railway | 2 6 | 61 | 34 | Guarantee terms of 1913 . | Branch Line Company ... | Messrs. McLeod & Co. |

Apart from concessions actually granted, there were under negotiation at the close of the year 1913-14, proposals for the construction of 22 miles of railway on the 2′0″ gauge, 1,648 miles on the 2′6″ gauge, 413 miles on the 3′ 3⅜″ gauge and 274 miles on the 5′ 6″ gauge, or an aggregate of 2,357 miles of railway involving a capital outlay of at least 12 crores of rupees, equal to £8 million sterling. It will be observed that light railways on the 2′ 6″ gauge, have so far proved most attractive to those interested in this class of enterprise.

**District Boards.**

Another agency for the financing of feeder railways, has been found in the District Boards. These local bodies have become fully alive to the advance in the general welfare of a district which is to be anticipated from the improvement of communications. Since the year 1884, District Boards in Madras have been empowered to levy a special railway cess not exceeding 3 pies per rupee of land revenue, and advantage had been taken of this to collect, up to 31st March 1914, a sum of Rs. 96,31,820, the greater part of this sum having been accumulated since 1903. During the period under review, it has been decided that all local Governments who may wish to do so, may legislate for the levy of a similar cess, by which means it is hoped that much encouragement may be given

to the construction of local feeder railways at the cost of local funds. Between the 1st January 1913 and the 31st March 1914, the following lines were sanctioned for construction at the cost of local funds :—

(1) Podanur-Pollachi Railway (3′ $3\frac{3}{8}$″) by the District Board of Coimbatore, 25 miles in length, and estimated to cost Rs. $11\frac{1}{2}$ lakhs.

(2) Tenali-Repali Railway (5′ 6″) by the District Board of Guntur, 23 miles in length, and estimated to cost Rs. 14 lakhs.

In the former case, the District Board were permitted to raise a debenture loan of 5 lakhs to supplement the funds in hand from the proceeds of the cess.

**Native States.**

Native States are also recognising to an increasing extent the indirect as well as direct advantages likely to accrue from further railway development. The following list of railways under construction at the cost of these States, furnishes an index of the activity which is now being displayed by them in the matter :—

| | Length. |
|---|---|
| **Baroda.** | |
| 1. Billimora-Sara-Kalamba, 2′ 6″ gauge ... ... | 35·00 miles. |
| 2. Jarod-Samlaya, 2′ 6″ gauge ... ... ... | 5·35 „ |
| 3. Khijadia-Dhari, metre „ ... ... ... | 37·24 „ |
| 4. Okhmandal, metre „ ... ... ... | 37·02 „ |
| 5. Patan-Kakoshi with Branch from Khalipur to Khakal, metre gauge ... ... ... ... ... | 42·13 „ |
| 6. Motipura-Tankhala, 2′ 6″ gauge ... ... ... | 27·16 „ |
| 7. Petlad-Vaso, 2′ 6″ gauge ... ... ... | 15·50 „ |
| **Cutch.** | |
| Anjar-Bachan, 2′ 6″ gauge ... ... ... | 23·75 „ |
| **Dholpur.** | |
| Bari-Tantpur, 2′ 6″ gauge ... ... ... | 16·62 „ |
| **Hyderabad.** | |
| Secunderabad-Gadwal, metre gauge ... ... ... | 117·00 „ |
| **Jaipur.** | |
| Jaipur-Reengus, metre gauge ... ... ... | 36·00 „ |
| **Jodhpur.** | |
| Jodhpur-Phalodi, metre gauge ... ... ... | 79·09 „ |
| **Mysore.** | |
| 1. Bangalore-Chikballapur, 2′ 6″ gauge ... ... | 37·95 „ |
| 2. Mysore-Arsikere, metre gauge ... ... ... | 106·50 „ |
| 3. Tarikere-Yadehalli tramway, 2′ 0″ gauge ... ... | 25·00 „ |
| **Travancore.** | |
| Quilon-Trivandrum, metre gauge ... ... ... | 39·15 „ |

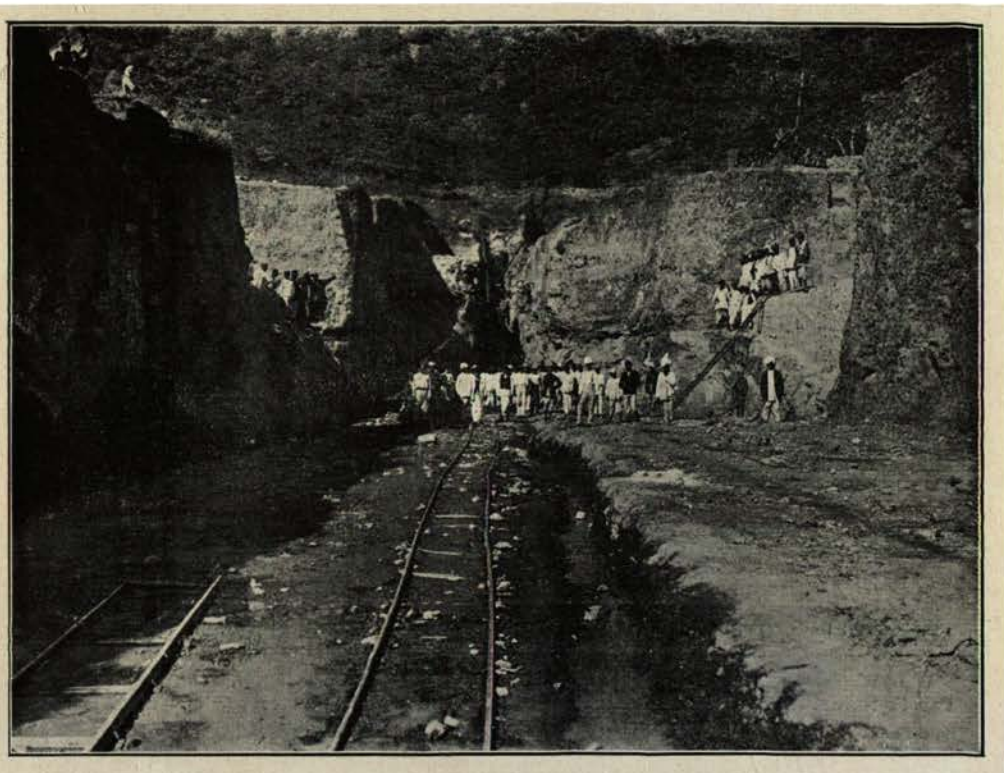
**Aerial Ropeways.**

A few proposals for the construction of aerial ropeways have been received by the Railway Board, and there are indications that this form of transportation is likely to find increasing favour in mountainous tracts where the cost of railway construction is necessarily high. The Government of India have under consideration the question of undertaking legislation for the control of ropeways, to which neither the Indian Railways Act nor the Indian Tramways Act applies.

## Improvement of Open Line Equipment

**Necessity for improvement.**

It would be tedious to enumerate the works of open line improvement which have been in progress or have been completed during the year under review, but in order to show at a glance the nature and disposition of the more important works, a map has been prepared which will be found in the pocket at the end of the Report. This map shows in a striking manner the extent to which open line works of improvement have been directed towards the increase in capacity of the main through routes, particularly those leading towards the ports of Calcutta, Bombay and Karachi. Owing to the congestion experienced on more than one Indian railway, there has been a general public demand for the provision of additional rolling-stock. The Railway Board and in-



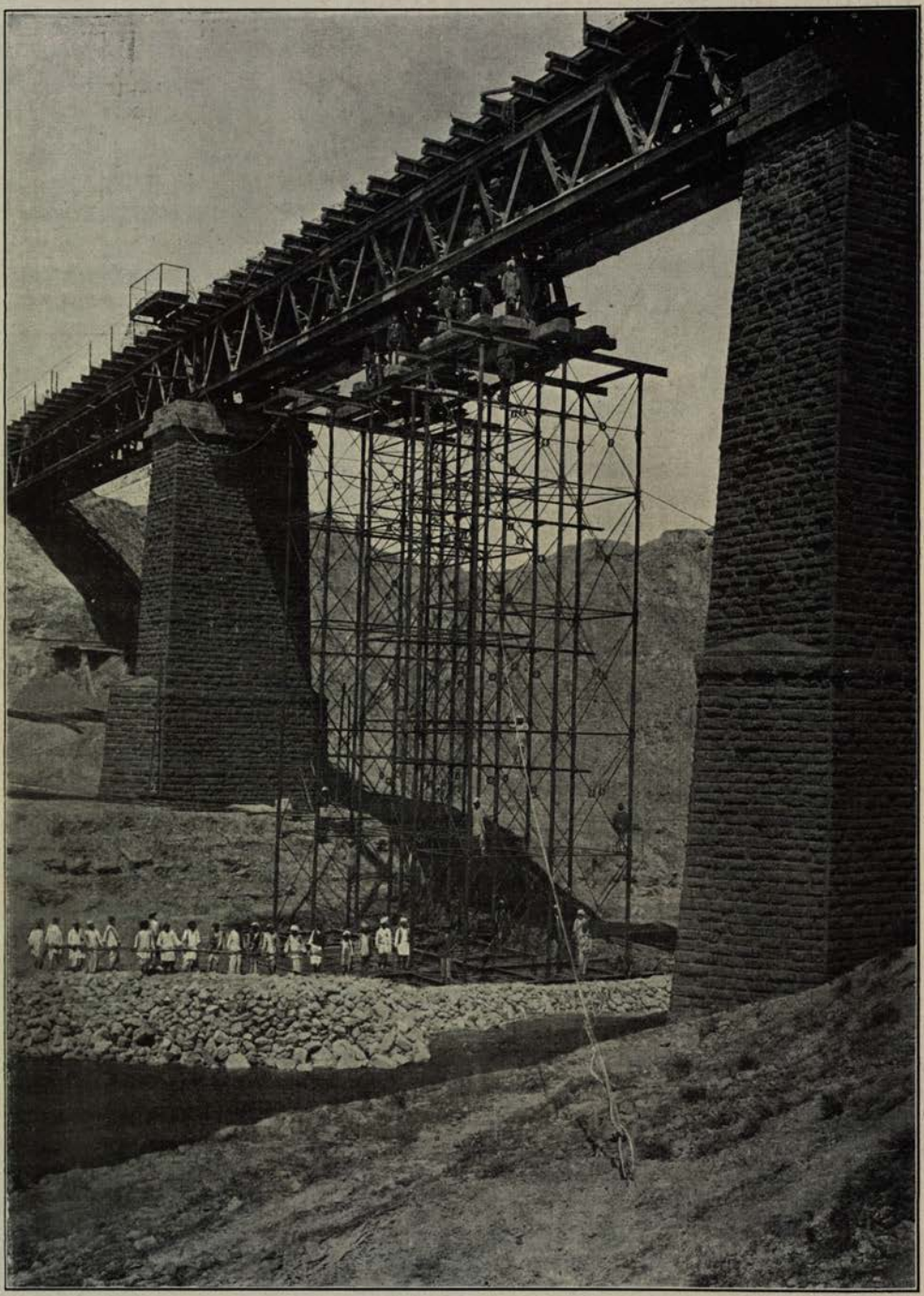
Parsik tunnel, Great Indian Peninsula Railway, under construction, Eastern Portal.

dividual railway administrations have felt, however, that the provision of additional rolling-stock would be almost useless, unless steps are taken to improve the capacity of the lines on which that additional rolling-stock will be employed. Capital funds have been devoted, and must for some time continue to be devoted, towards the provision not only of additional rolling-stock, but of stronger permanent-way, additional tracks, enlarged marshalling yards, new crossing places, more adequate watering arrangements and workshops and other works incidental to the increase in the carrying capacity of the more important routes throughout the country.

Parsik tunnel, Great Indian Peninsula Railway, under construction, view from Eastern Portal.

**Bombay.**

The Great Indian Peninsula Railway Company have made rapid progress on the important improvements which have been undertaken in the neighbourhood of Bombay, including the construction of two additional tracks between Curry Road and Kalyan and the realignment on the Thull Ghat which is to take the place of 3·33 miles of the existing line, which includes the Thull Ghat reversing station. This latter improvement, besides reducing the through distance by 1·29 miles, will abolish the delays incidental to the working of a heavy traffic through a reversing station.



**BISHENDORE BRIDGE–NORTH WESTERN RAILWAY**

STRENGTHENING THE BRIDGE UNDER TRAFFIC BY INTERPOSING A THIRD AND DEEPER GIRDER BETWEEN THE MAIN GIRDERS OF EACH SPAN.

Between Thana and Diva stations on the Curry Road-Kalyan section, the existing pair of tracks follow a somewhat circuitous route round the Parsik Hill. The new pair of tracks, which will be used for through traffic, are to follow a more direct alignment, the Parsik Hill being pierced by a tunnel which will be 1,300 yards in length, thus reducing the through distance by 1⅓ miles. This tunnel will be the second longest in India, the only longer tunnel being that through the Khojak Range between Quetta and Chaman, the length of which is 4,290 yards.

**Calcutta.**

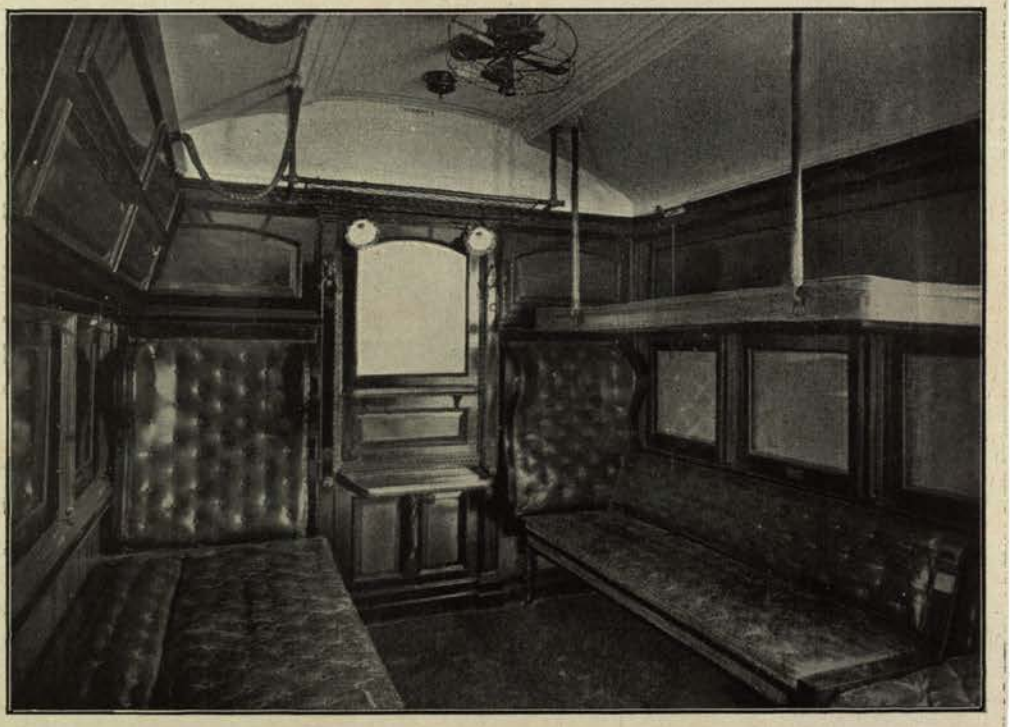
On the Calcutta side, particularly rapid progress has been made on the improvement of goods accommodation at Howrah station, while both the East Indian and the Bengal-Nagpur Railway Companies have had in hand many improvements, particularly between the coal-fields and Calcutta, which must lead to a very great improvement of carrying capacity. The efforts of the Eastern Bengal Railway administration are at present mainly directed towards the alterations and additions necessary to meet the changed conditions which will arise when the Lower Ganges Bridge has been opened to traffic. In this connection, the broad gauge (5 feet 6 inches) is being extended to Santahar, the first junction to the north of the Bridge, and the question of its further extension has formed the subject of detailed enquiry.

**An Engineering Problem.**

The difficulties attending the carrying out of works of improvement on open lines with the minimum of interference with traffic, are often overlooked by those who demand the rapid improvement of the capacity of existing lines. They present, however, many problems to the engineers entrusted with the actual work. The bridge of which an illustration faces this page is a case in point. The particular bridge shown is on the Jhelum-Rawalpindi Section of the North Western Railway. This is a single line section, and the loads which have now to be carried exceed those which the bridges were designed to bear. As the illustration clearly indicates, no diversion of the line was practicable and the bridge had therefore to be strengthened under traffic. This was effected by building up a third girder between the existing pair. In order to permit of this it was necessary in the first place to substitute for the rivetted bracing between the original girders a temporary system of bracing bolted in position, so that individual sections of it might be removed while members of the central girder were being placed in position, the bracing being again bolted up immediately the new member was in place. Finally a new permanent system of bracing connecting the old girders with the new central girder was rivetted up and the temporary bracing removed. Nice adjustment of the new bracing was essential in order that the required amount of load might be transferred to the new girder. The new girder being deeper than the old pair, is clearly seen in the completed span to the left of the picture.

## Passenger Accommodation

The type of passenger carriage in use on Indian railways has become more or less standardised. The great length of journeys which have to be undertaken in India under trying climatic conditions necessitates the adoption of a standard of comfort for the ordinary first and second class passenger which is higher than that ordinarily attained in more temperate climates. The need for as large a space as possible in the compartment rules out the corridor system of construction except for certain special services, and the type most generally appreciated, both from the point of view of comfort and privacy, is the four bunk compartment having two upper berths which fold up in the daytime. Improvements, therefore, take the form of an increase of comfort and convenience in the details of the



Interior of 1st-Class Compartment showing Folding Berth.—East Indian Railway.

carriage, and are not usually such as to attract the attention of the travelling public in any striking manner. For example the construction of the bogie truck is one on which the smooth running of a carriage depends, and many improvements such as the duplex and triplex bolster bogie are being introduced with beneficial effects. The fact that on a long journey the same bunk has to be used during both day and night makes it a matter of some difficulty to construct a berth which will be a comfortable seat by day and a satisfactory bed at night. Various forms of folding berth have been tried at one time and another, but after a little wear and tear they nearly all developed certain defects. However, a satisfactory design has now been evolved and is being fitted in

many carriages. This type forms a comfortable reclining sofa which is easily converted into a spring bed nearly three feet wide. For intermediate class passengers the standard of comfort on long journeys is also being increased and many bogie carriages are now running in which intermediate accommodation is provided similar to that which was accorded to second class passengers in recent years.

The third class passenger prefers a carriage fitted with as few obstructions as possible in which he can accommodate himself with all his belongings. This demand is being met by the construction of long bogie coaches with lavatory accommodation and an ample supply of water and with a plentiful provision of racks for stowing away baggage.

Appendix 21 shows the number of carriages fitted with passenger communication with the driver and guard of the train; it will be seen that practically all carriages are so fitted. The type of communication employed applies the vacuum brake to the entire train and engine and shows, by an indicator to the train crew, in which compartment assistance is needed.

The method of constructing railway carriages has for many years been to erect a timber body on an underframe of steel. The timber almost exclusively employed in India is teak and the system on the whole has been satisfactory although timber is liable to suffer from the effects of the Indian climate. Changes of temperature and humidity at different seasons and in different localities result, after a time, in a certain absence of proper rigidity in the superstructure which eventually causes cracking of internal panelling and the jamming of doors and windows. A new situation has, however, been created by the rapid rise in the price of teak which has led to a trial being made of " all-steel " coaches. The steel car offers certain advantages in its superior rigidity and in its immunity from fire and splintering in a collision. One difficulty which will have to be overcome is the problem of keeping an all-steel car cool by means of non-conducting layers : in this respect the timber body has the advantage. It is too early, however, to make any definite pronouncement upon the comparative merits of the two types of construction for railway carriages in this country.

## Train Lighting by Electricity

The Railway Board have issued orders to all State-worked railways to equip all passenger stock with electric light and to discontinue the use of gas for train lighting. For some years these railways have been carrying out the policy of fitting all first and second class carriages and all dining cars with electric light and fans and the resultant comfort and cleanliness has been so marked that it has been now decided to extend the use of electricity to intermediate and third class carriages. Reference to Appendix 19 will show that many of the metre and narrow gauge railways have already adopted electric lighting exclusively.

## Catering

For some years the requirements of European passengers have been met by the provision on the more important through trains of bogie dining cars, passengers by other trains being served at station refreshment rooms where trains halt for the necessary periods.

The requirements of Indian passengers have not been lost sight of and measures have recently been adopted, for the more liberal provision both of refreshment rooms at stations and, on certain lines, of special refreshment cars for Indians, the convenience of which has been generally much approved.

Interior of Restaurant Car.—East Indian Railway.

## Train Control System

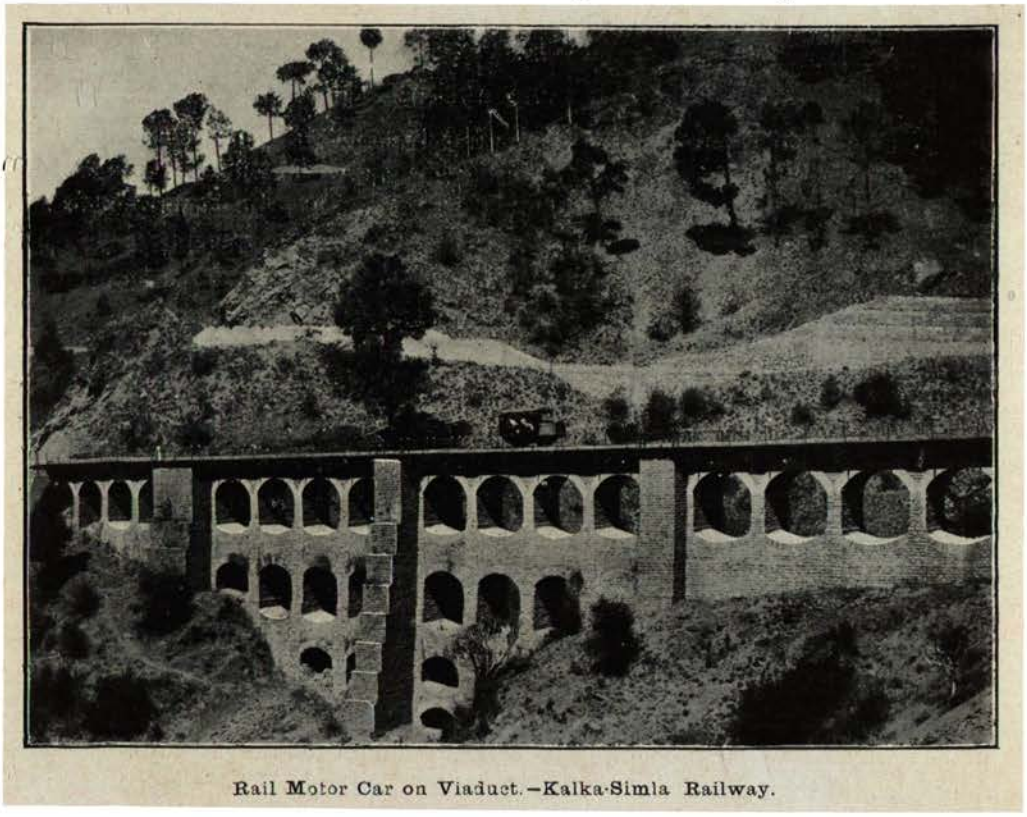
A "Train Control" system of working traffic, which may be described as an economical way of increasing the capacity of an overcrowded section and so postponing the necessity for adding more tracks to it, has been introduced on certain lengths of the Great Indian Peninsula Railway during the year under review.

This system, which was used for the first time in India for controlling the heavy traffic on the railways at Delhi on the occasion of the Durbar in 1911, is a modification of one well known in other countries, notably America, and consists, on the Great Indian Peninsula Railway, in the placing of a Controlling

PANORAMIC VIEW OF THE KALKA-SIMLA RAILWAY.

Officer in a central office, in direct telephonic communication with every station on the section, who is in a position to advise authoritatively when a train should be pushed on or held back at a station in the interests of the sectional train-working as a whole.

The Controller on the Great Indian Peninsula Railway, it will be observed, is not concerned with the actual block working, which remains, as hitherto, in the hands of the local station masters. But the knowledge which the Controller has of the position of each train on his section tends to reduce greatly the delays, and consequent long hours of duty of the running staff, which are otherwise inevitable on crowded sections of a railway.



Rail Motor Car on Viaduct.—Kalka-Simla Railway.

As, with the steady increase in trade movements throughout India, sections of railways tend to become overcrowded with traffic, this adaptation to Indian conditions of the American Train Control System may be expected to come into more extended use: and the North Western Railway Administration, are about to introduce it on the Lahore-Lalamusa section of their main line, and the Eastern Bengal Railway on certain sections of that line near Calcutta.

## Rail Motor Cars

The use of small rail motors and trollies by railway officers for inspection purposes is extending but there is not much scope for passenger rail motors in India.

In two instances, however, railway administrations have decided to place them in service. The South Indian Railway have purchased three rail motors for maintaining a passenger service over the Pamban Viaduct and on other short runs, and the Kalka Simla Railway have started a limited service of rail motors between Kalka and Simla. The latter service is one which is likely to be much appreciated by the public as the journey over the 2′ 6″ gauge mountain railway is at present somewhat trying, both on account of the cramped accommodation in the narrow gauge carriages and the discomfort caused by the continuous series of curves on the line. No inconvenience is experienced when travelling in the rail motor cars. There is the further advantage that the duration of the journey by motor is about two hours less than by train and that a better view of a most interesting line is afforded.

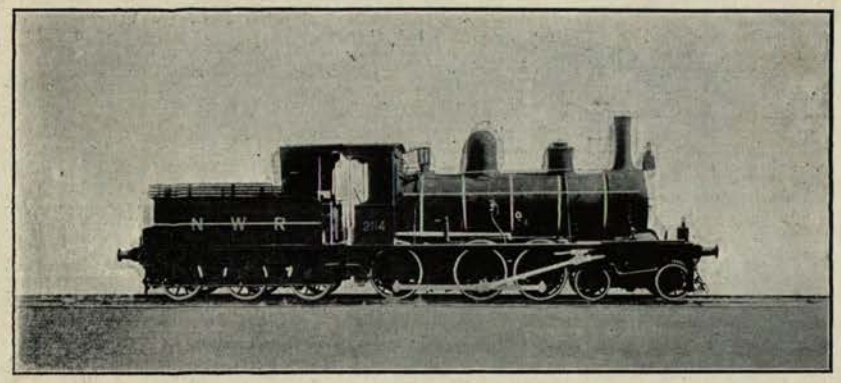
## Locomotives

The most important development in the Locomotive Department has been the fitting of superheaters to locomotives. This is a world-wide movement which has been made possible by the commercial production of a lubricant which will work satisfactorily at the high temperature of superheated steam. The resulting economy in coal is about 15 per cent., and, as the total annual consumption of coal on Indian Railways is about five million tons, the enormous quantity which would be saved by the extensive use of superheaters is apparent. The opening up of the Persian Oil-fields has made possible the use of oil fuel on the west coast of India in competition with coal. Although oil fuel has been in successful use for years in other countries, its use in India presents certain special problems, and extensive trials with various systems are now in progress on the North Western and Great Indian Peninsula Railways.

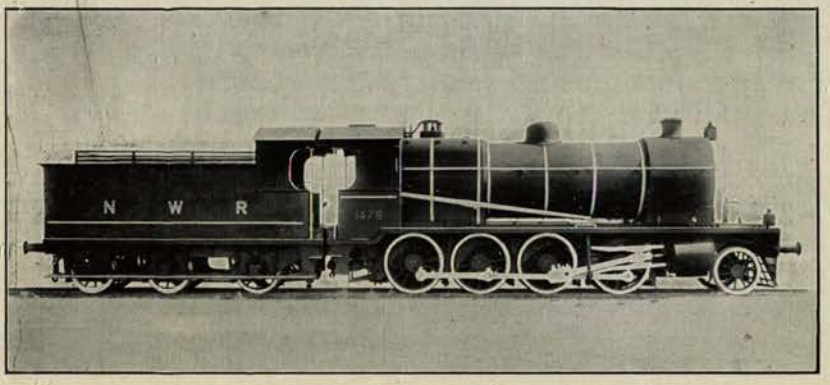
## Goods Wagons, etc.

No new departure of any very special interest can be recorded as having taken place in the year under review. The type of steel covered goods wagon in use on Indian Railways tends to become standardised though there are difficulties in the way of actually adopting a standard design for all railways, owing to differences in the class of traffic carried and in the standard of the permanent-way on different lines. In the case, however, of the two adjoining State-worked Railways—the North Western and the Oudh and Rohilkhand Railways—the Railway Board have decided to adhere to a standard type of wagon for periods of three years at a time.

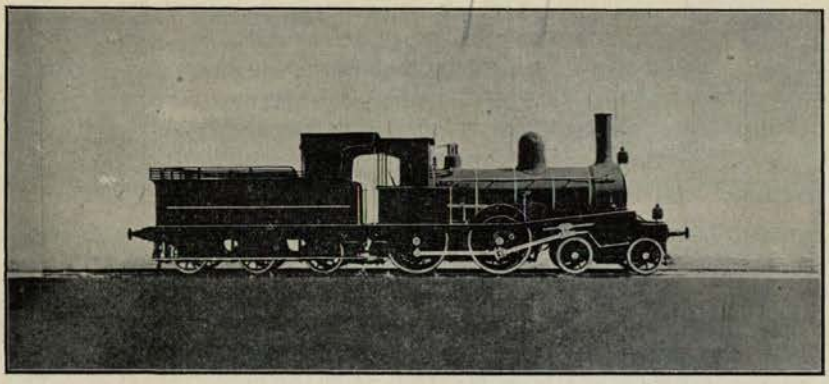
The growing number of motor-cars requiring to be transported by rail has necessitated the construction of special trucks. The usual method of carrying carriages, on open trucks covered by a tarpaulin, is unsuitable to the carriage of motor-cars which require better protection from the weather than the old method gives. Special covered carriage trucks are therefore being built by several lines for this class of traffic. They allow the car to be loaded from an end-loading platform through end opening doors.



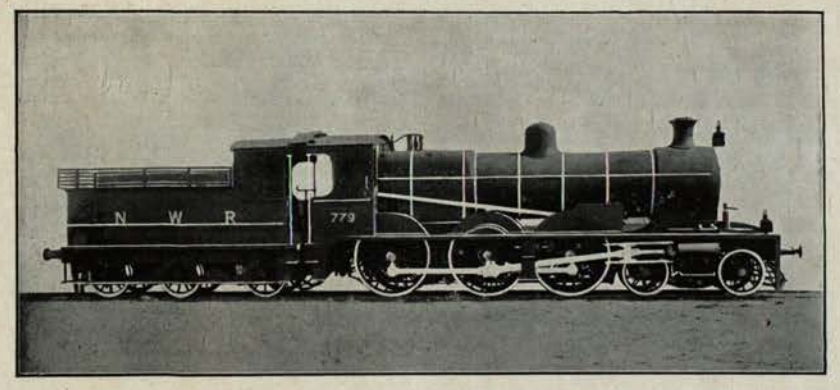

OLD GOODS ENGINE.—NORTH WESTERN RAILWAY




MODERN HEAVY GOODS ENGINE.—NORTH WESTERN RAILWAY



OLD PASSENGER ENGINE.—NORTH WESTERN RAILWAY




MODERN HEAVY PASSENGER ENGINE.—NORTH WESTERN RAILWAY

Railways have occasionally to deal with unusually bulky and heavy loads and with the commercial development of India the number of heavy machine parts, etc., offered for traffic is on the increase. It has therefore become necessary to build special trucks to deal with this class of traffic. Another class of special traffic which may be mentioned is the fruit traffic from the Quetta District for which a large number of insulated refrigerator cars are under construction by the North Western Railway.

## Sleeper Supply

The supply of sleepers for Indian railways is a matter of great importance which continues to engage the attention of the different administrations. Owing to the increasing demand for, and diminishing supply of, timber there has been a continual rise in the price of sleepers during the last few years. The result has been to direct attention to the possibility of substituting steel, cast iron or reinforced concrete for timber. Steel and cast iron sleepers have been in use for many years in India and have been found to be quite successful in certain parts of the country and under certain classes of traffic, but until recently, owing to their relatively high price compared with timber, they did not come into very general use. Under the changed conditions now prevailing it seems likely, however, that their use will be greatly extended. The probability is that each kind of sleeper will have its sphere of usefulness depending on the cost and life of the sleeper at destination.

There are a number of Indian timbers which are entirely useless in the form of sleepers, unless treated in some manner so as to preserve them from the ravages of white ants and decay. In conjunction with the Forest Department, the Railway Board are carrying out experiments on a very extensive scale with treated indigenous timbers, and tenders have been called for in the open market for the annual supply to the State-worked railways of a large number of sleepers of various kinds to be treated by one of a number of alternative processes. There is no doubt a large field for this class of sleeper, and the establishment of a new industry for treating sleepers and miscellaneous timber parts for buildings, etc., may be anticipated.

## Strikes

During the year under review strikes took place on three of the Indian railways, *viz.*, the Madras and Southern Mahratta, the Bombay, Baroda and Central India and the Great Indian Peninsula Railways. On the Madras and Southern Mahratta Railway a strike commenced on the 26th May 1913 and by the end of the month sympathetic strikes occurred on the Bombay, Baroda and Central India and the Great Indian Peninsula Railways. On the South Indian Railway there was some unrest, which did not, however, develop into a strike.

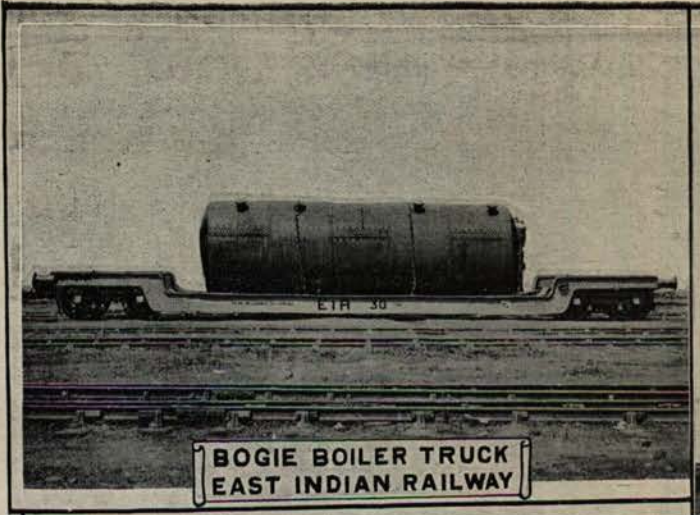
The strikes did not have the effect of completely stopping traffic on any one of the three railways, though there was considerable disorganisation for a short time on the broad gauge section of the Madras and Southern Mahratta

Railway and also in the neighbourhood of Bombay and on the broad gauge section of the Bombay, Baroda and Central India Railway system. Normal conditions were practically restored on the Madras and Southern Mahratta Railway by the 6th, on the Great Indian Peninsula Railway by the 8th and on the Bombay, Baroda and Central India Railway by the 15th of June 1913.

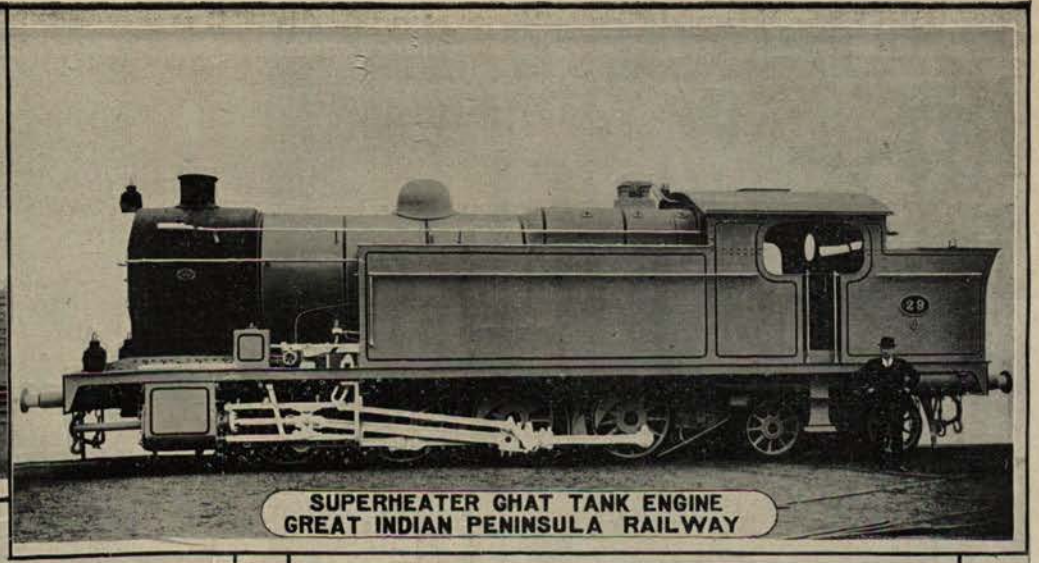
## Accidents

A statement of the accidents of all descriptions, to persons, which have occurred during the last five years, is given below :—

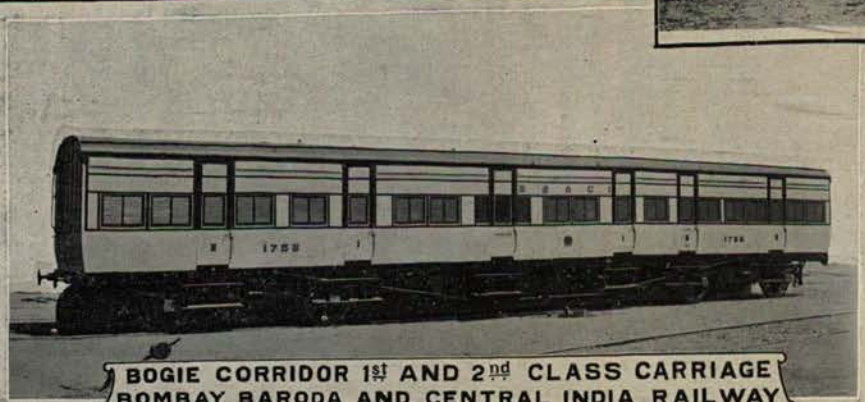
| Particulars. | | | 1909. | 1910. | 1911. | 1912. | 1913-14. |
|---|---|---|---|---|---|---|---|
| Passengers ... | Killed | By accidents to trains, rolling-stock, permanent-way, etc. | 29 | 3 | 12 | 7 | 58 |
| | | By accidents from other causes, including accidents from their own want of caution or misconduct. | 161 | 184 | 198 | 199 | 210 |
| | | Total killed ... | 190 | 187 | 210 | 206 | 268 |
| „ | Injured | By accidents to trains, rolling-stock, permanent-way, etc. | 127 | 184 | 134 | 159 | 104 |
| | | By accidents from other causes, including accidents from their own want of caution or misconduct. | 487 | 475 | 565 | 635 | 711 |
| | | Total injured ... | 614 | 659 | 699 | 794 | 815 |
| Railway servants. | Killed | By accidents to trains, rolling stock, permanent-way, etc. | 31 | 37 | 27 | 20 | 36 |
| | | By accidents from other causes, including accidents from their own want of caution or misconduct. | 334 | 361 | 396 | 385 | 444 |
| | | Total killed ... | 365 | 398 | 423 | 405 | 480 |
| „ | Injured | By accidents to trains, rolling-stock, permanent-way, etc. | 131 | 108 | 125 | 130 | 133 |
| | | By accidents from other causes, including accidents from their own want of caution or misconduct. | 531 | 545 | 666 | 736 | 712 |
| | | Total injured ... | 662 | 653 | 791 | 866 | 845 |
| Other persons | Killed | At level crossings ... ... | 47 | 37 | 49 | 44 | 56 |
| | | Trespassers ... ... ... | 1,116 | 1,036 | 1,126 | 1,173 | 1,303 |
| | | Suicides ... ... ... | 187 | 157 | 223 | 234 | 208 |
| | | Miscellaneous ... ... ... | 26 | 42 | 47 | 83 | 23 |
| | | Total killed ... | 1,376 | 1,272 | 1,445 | 1,534 | 1,590 |
| „ | Injured | At level crossings .. ... | 36 | 26 | 39 | 42 | 49 |
| | | Trespassers ... ... ... | 269 | 268 | 301 | 353 | 394 |
| | | Suicides, attempted ... ... | 12 | 8 | 8 | 7 | 8 |
| | | Miscellaneous ... ... | 30 | 50 | 31 | 47 | 31 |
| | | Total injured ... | 347 | 352 | 379 | 449 | 482 |
| Total of all classes. | Killed | ..... | 1,931 | 1,857 | 2,078 | 2,145 | 2,338 |
| „ | Injured | ..... | 1,623 | 1,664 | 1,869 | 2,109 | 2,142 |



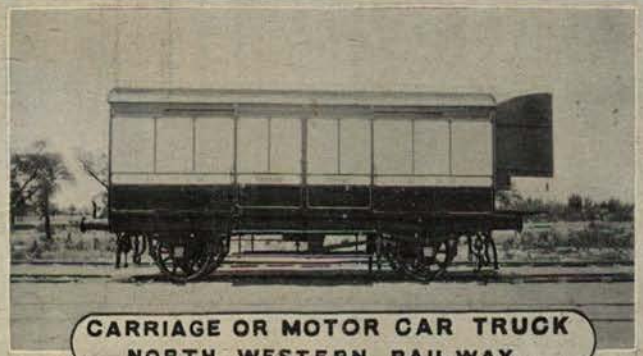
BOGIE BOILER TRUCK
EAST INDIAN RAILWAY



SUPERHEATER GHAT TANK ENGINE
GREAT INDIAN PENINSULA RAILWAY



BOGIE CORRIDOR 1st AND 2nd CLASS CARRIAGE
BOMBAY BARODA AND CENTRAL INDIA RAILWAY



CARRIAGE OR MOTOR CAR TRUCK
NORTH WESTERN RAILWAY

The number of passengers killed from causes beyond their own control was 0·12 per million of passengers travelling, which gives an average of 1 in 286·45 millions of miles travelled.

The large increase in the number of passengers killed by accidents during the year 1913-14, compared with the number killed during previous years, was due to the serious accidents, accounts of which are given below and which occurred on the Great Indian Peninsula Railway on the 30th April 1913 and on the East Indian Railway on the 28th June 1913.

The following are particulars of the more serious train accidents :—

A goods train which was held up by the signals outside Borgaon Station, *Great Indian Peninsula Railway*, was run into on the 30th April 1913, by a passenger train moving in the same direction from Katepurna. Three third class carriages were completely wrecked and 33 persons were killed and 20 seriously injured. The direct cause was the defective working of the block instruments which would, if in order, have prevented the admission of the second train on the section until the goods train had reached Borgaon.

The accident should have been averted by the adoption of the precautions enjoined by rules. Observance of those rules in this case would have led the goods train staff to protect the train by sending a man back to warn any following train by means of hand signals and of detonators placed on the line. The case was the subject of exhaustive departmental and judicial investigation as a result of which the responsible members of the inspecting, station and train staff were sentenced to varying terms of imprisonment.

Another disastrous accident, in which 23 persons were killed and about the same number injured, occurred on the Ondal-Sainthia branch of the *East Indian Railway*. Owing to abnormally heavy rain, the Salko river rose rapidly to an unprecedented extent and washed away the railway embankment just behind the south abutment of the bridge near Panchra station early in the morning of the 28th June 1913. A passenger train left Panchra at six o'clock and fell into the gap caused by the breach; ten out of the eighteen vehicles on the train were completely destroyed, the engine and other vehicles also being badly damaged. The impact of the train at the back of the abutment destroyed this and wrecked the bridge which had not itself been directly injured by the flood.

A careful examination of this part of the line had been made only shortly before the date of the accident, and the occurrence can only be attributed to causes which could not have been foreseen; the flood level is reported to have been eight feet above any previously recorded. On the same occasion a light engine ran into a breach caused by a washaway in the railway embankment near the Bukleswar bridge; the engine crew, with the exception of the fireman who was killed, fortunately escaped.

In these cases it was not possible for the drivers to have seen the breaches, in time to have pulled up, as it was raining at the time the disasters occurred and the breaches would in any event not have been easy to notice at a distance owing to the dark masses of the bridge, etc., in the background.

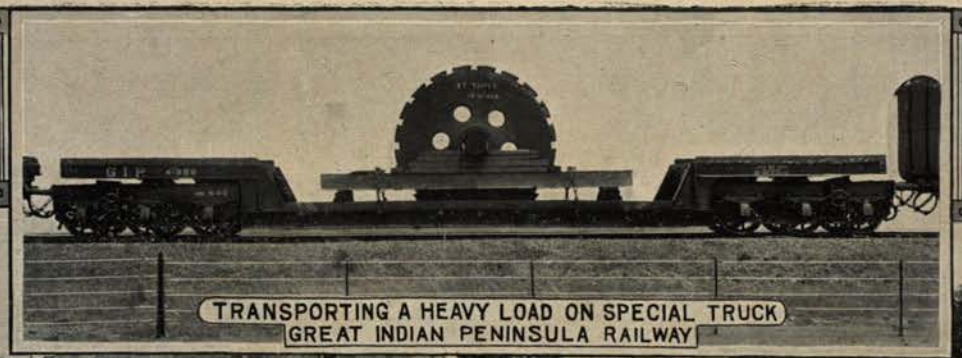
Six carriages of a fast passenger train were derailed near Sirsa station on the *Bombay, Baroda and Central India Railway* (metre gauge) on the 25th September 1913. The driver and both firemen were killed and another railway servant was injured. The accident is attributed to a combination of circumstances. The train was a fast one worked by a heavy six-wheeled coupled engine and the permanent-way on the section on which the accident occurred was light, and the track in indifferent order. The departmental enquiry resulted in the decision to use a lighter engine and to reduce the train loads and speeds on this section until the road should have been brought up to a higher standard.

A bullock cart was knocked over by a train at a level crossing near Chandrakona station, on the *Bengal-Nagpur Railway*, on the 25th February 1914. It is believed that the occupants of the cart were asleep and that the bullocks strayed on to the line through a gap between the gate, which was locked, and the gate lodge. The three occupants of the cart were killed.

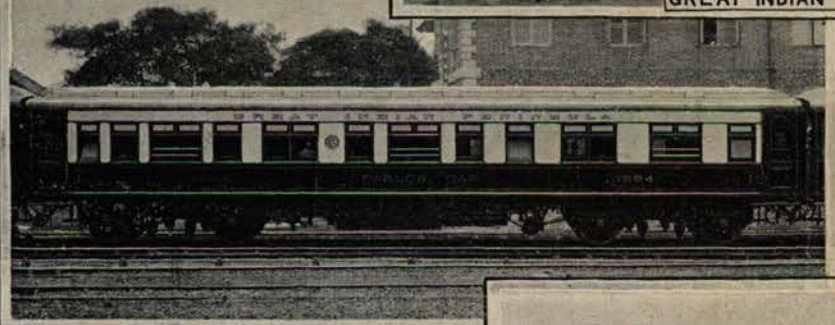
An explosion took place at Jetalsar station on the *Gondal-Porbandar Railway*, on the 14th February 1914, in a railway wagon containing 10 casks of gunpowder. Various breaches of the rules regarding the carriage of explosives had been committed, with the result apparently that the fact that the casks contained gunpowder became obscured during the transit of the consignment, which involved two transhipments. The casks were finally loaded in an open wagon together with other articles of general merchandise. The explosion is believed to have been caused by a spark from an engine falling on to the casks. Three railway servants were killed and the rolling-stock was badly damaged. The matter is still under judicial investigation.

## Railway Staff

The total number of servants in railway employ at the close of the year was 633,694, of which number 7,988 were Europeans, 10,437 Anglo-Indians, 615,269 Indians. Of the Europeans and Anglo-Indians 15,606 were enrolled as Volunteers. At the close of 1913-14 there were 10,992 children and 8,943 apprentices and workmen attending the Railway Schools.



TRANSPORTING A HEAVY LOAD ON SPECIAL TRUCK
GREAT INDIAN PENINSULA RAILWAY



PARLOR CAR
GREAT INDIAN PENINSULA RAILWAY

RESTAURANT & SLEEPING CAR
GREAT INDIAN PENINSULA RAILWAY

CALCUTTA MADRAS MAIL TRAIN
BENGAL NAGPUR RAILWAY

The corresponding figures for the past ten years are shown in the following table:—

| Year. | Employés. Europeans. | Anglo-Indians. | Indians. | Total. | Number who are Volunteers. | Children attending Railway Schools. | Apprentices and Workmen attending Railway Schools. |
|---|---|---|---|---|---|---|---|
| 1904 | 6,280 | 8,749 | 404,143 | 419,172 | 12,808 | 7,777 | 5,197 |
| 1905 | 6,529 | 9,181 | 436,323 | 452,033 | 12,989 | 6,907 | 6,106 |
| 1906 | 6,840 | 9,354 | 462,759 | 478,953 | 13,805 | 6,898 | 6,391 |
| 1907 | 7,186 | 9,984 | 499,983 | 517,153 | 13,816 | 7,140 | 7,358 |
| 1908 | 7,344 | 9,951 | 508,188 | 525,483 | 13,911 | 8,719 | 6,513 |
| 1909 | 7,278 | 9,685 | 493,933 | 510,896 | 13,924 | 7,922 | 8,912 |
| 1910 | 7,406 | 9,554 | 522,741 | 539,701 | 13,723 | 8,289 | 8,552 |
| 1911 | 7,685 | 9,872 | 545,337 | 562,894 | 14,632 | 8,679 | 8,280 |
| 1912 | 7,850 | 10,066 | 571,506 | 589,422 | 15,014 | 9,682 | 9,591 |
| 1913-14 | 7,988 | 10,437 | 615,269 | 633,694 | 15,606 | 10,992 | 8,943 |

## Fares and Rates

**Famine traffic.**

Owing to a partial failure of the monsoon there was scarcity of fodder in certain parts of the United Provinces, the Punjab, Ajmer-Merwara and the Bombay Presidency. With a view to stimulating the flow of fodder into the affected areas the Government of India sanctioned the payment as a charge against "Famine Relief" of the difference between the ordinary tariff rates and sums realised from the consignor or consignee at the rate of half an anna per four-wheeled, nine pies per six-wheeled and one anna per bogie wagon per mile, in the case of consignments booked to specified stations. At the instance of certain Native States in Central India and Rajputana Agencies similar concessions were extended to stations in their territories, the States concerned being responsible for the expenditure incurred. As conditions improved the concession was gradually withdrawn.

**Increased rate for the haulage of postal vans on the railways in India.**

The Government of India sanctioned, with effect from 1st April 1913, the payment for the haulage of broad gauge postal vans at the increased rate of 24 pies per four-wheeled van per mile in supersession of the rate of 18 pies per mile, which was fixed in the Government of India, Public Works Department, Circular No. XIV Railway, dated the 23rd May 1884. The existing rate of 18 pies per mile for the haulage of postal vans on other than the broad gauge was considered equitable and continued in force. The existing special arrangements for hill and other railways also remained unchanged.

## State Railways Coal Department

The Report of the State Railways Coal Department for the calendar year 1913 is published separately. It need only be mentioned here that the coal inspected by the department for some of the Indian railways during the calendar year 1913 amounted to 2,928,120 tons out of a total of 15,486,318 tons of coal mined in India during the same period. In addition to railways, the department inspected coal for the Madras Port Trust and the British India Steam Navigation Company, and during 1914 inspection of coal for the Ceylon Government Railway, Bombay Port Trust and Bombay Electric Supply and Tramways Company is being undertaken. This will bring the total coal inspected by the department to approximately one quarter of the coal mined in India. The constantly increasing demand for the assistance of this department both on the part of company-worked railways and of private bodies, etc., affords ample testimony to the value of its services.

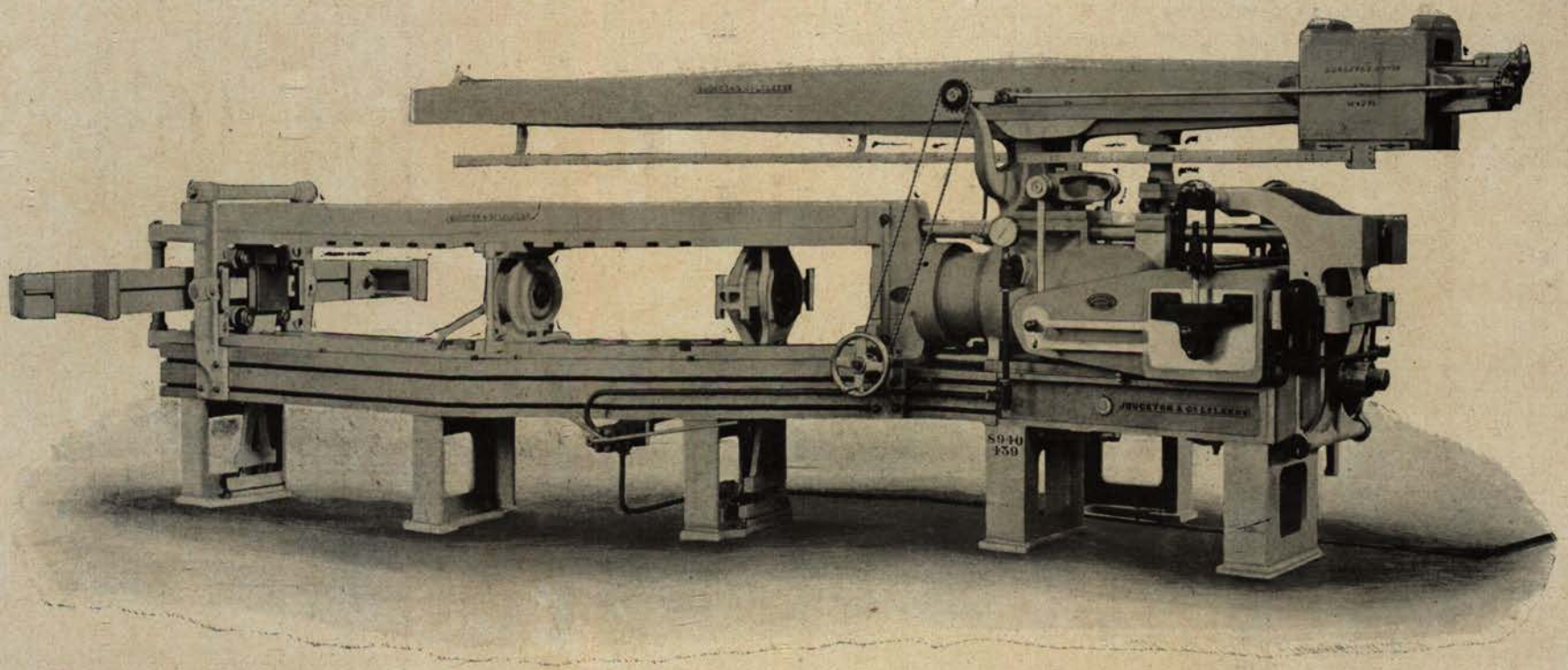
## Inspection of Local Manufactures

The Railway Board's Laboratory and Test House under the control of the Superintendent of Local Manufactures, Calcutta, is now fully equipped, and the importance and extent of the work undertaken has necessitated the appointment of two officers for Physical and Chemical tests respectively. The inspection work of this department has been very heavy and is increasing according as the wide scope of its capabilities becomes more generally known. A descriptive book showing the nature of work which can be undertaken in the Laboratory and Test House together with the fees charged for analysis, testing, etc., or for the inspection of work carried out by Calcutta firms, may be obtained on application to the Superintendent of Local Manufactures, Calcutta. The quantity of work inspected during 1913 is indicated by its cost which amounted to Rs. 41,06,276, and comprised a great variety of articles such as Carriages, Wagons, Girders and Bridges, Well-curbs, Points and Crossings, Barges, Steamers, Steel structural work, etc., etc. This work was mainly on behalf of the State-worked Railways.

## Contracts

The general adoption of the financial instead of the calendar year for the accounts of the Indian railways was one of the results of the Railway Conference held in Calcutta in January 1912, under the Presidency of Lord Inchcape, between the representatives of the Government of India and of most of the important Indian Railway Companies.

The object of the change was to render it easier to ensure adequate financial control over expenditure, by eliminating the difficulties which were experienced owing to the fact that the railway working expenditure estimates were regulated by calendar years, while the Government budget grants were necessarily allotted by the Government financial years ending on the 31st March.



100 TON HORIZONTAL TEST MACHINE.- GOVERNMENT TEST HOUSE, CALCUTTA.

LIBRARY THE HOSKEN

Supplementary agreements were entered into, during the period under review, with all the Indian Railway Companies; under these the accounts kept by the Companies, for the purposes of their principal contracts, are now prepared for the financial year.

The only important contract entered into during the year was the agreement, dated the 24th October 1913, between the Secretary of State for India and the Bombay, Baroda and Central India Railway Company the effect of which is to establish a new basis for the working of that railway by the company. The chief points of interest in the new arrangements are that (*a*) for purposes of dividing the nett receipts of the undertaking the capital interest of the Secretary of State and of the Company, as on the 31st December 1911, were taken at £38,500,000 (£28,000,000 Preferred and £10,500,000 Deferred Capital) and £2,000,000 respectively; (*b*) Government guarantee interest at the rate of 3½ per cent. on the existing debenture stock of £1,000,000 and 3 per cent. on the Company's capital of £2,000,000 and on any further stock issued by the Company with the approval of the Secretary of State; (*c*) further capital to be either advanced by the Secretary of State or provided by the Company with the Secretary of State's approval, the Company having the right to apply for power to raise additional ordinary stock so as to maintain as nearly as possible the ratio of 14 to 1 established on the 31st December 1911 between the Government Preferred Capital and the Company's Capital; (*d*) surplus profits are arrived at after deducting from net receipts all interest charges on debentures and on the Company's and Secretary of State's capital, and divided between the Secretary of State and the Company in the ratio of their respective capital interests in the undertaking.

Type of Country encountered in a recent Survey for a railway between Tank and Fort Sandeman.

The Ghat Defile.

Provision is also made in this contract for the distribution of special revenue expenditure on the improvement of the line, up to an aggregate of Rs. 2,00,00,000, so that the accounts of any one half year may not be unduly burdened.

## Maps, etc.

In the pocket inside the back cover of this volume will be found, in addition to the special map referred to on page 17 *ante* under the head "Improvement of open line equipment", a general map of India shewing railways open and under construction on the 30th June 1914; also one prepared by Mr. J. H. Trott,* and a diagram shewing comprehensively the gross capital outlay, gross earnings, working expenses, mileage, etc., of the Indian railway system.

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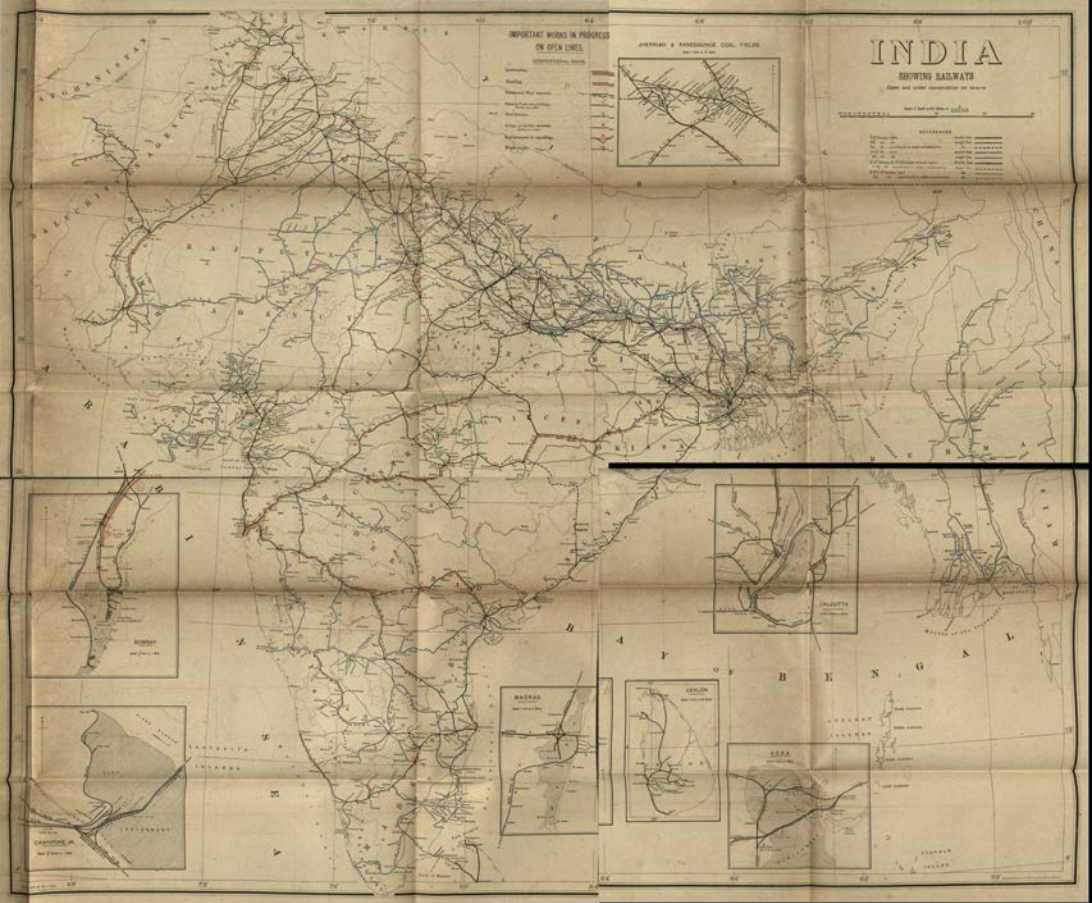
* *Map of Railway Systems, by Mr. J. H. Trott*—This additional map is included only in copies of the report used for official purposes. It may be obtained by the public, on payment, from Mr. J. H. Trott, Kilpauk House, Kilpauk, Madras, who holds the copyright.

PRINTED AT THE GOVERNMENT CENTRAL PRESS, SIMLA, 1914.

INDIA
SHOWING RAILWAYS
JHERRIAH & BANGEOLINGE COAL FIELDS
BOMBAY
CALCUTTA
MADRAS
CEYLON
AURA
CAMBRIDGE JR.
BAY OF BENGAL


INDIA
SHOWING RAILWAYS
IMPORTANT WORKS IN PROGRESS ON OPEN LINES.
JHERRIAH & RANEEGUNGE COAL FIELDS
BOMBAY
CALCUTTA
MADRAS
CEYLON
AGRA
CAWNPORE
BAY OF BENGAL

JUNE 1914
MAP
of
Railway Systems
in
INDIA
Burma
and
Ceylon
THE WORLD
AND ITS HIGHWAYS
BY LAND AND SEA
ARABIAN SEA
BAY OF BENGAL
INDIAN OCEAN
BOMBAY
BENGAL
CALCUTTA
DELHI
LUCKNOW
AGRA
MADRAS
INDIAN EMPIRE
RIVER SERVICES
IN BENGAL

# INDIAN RAILWAYS.

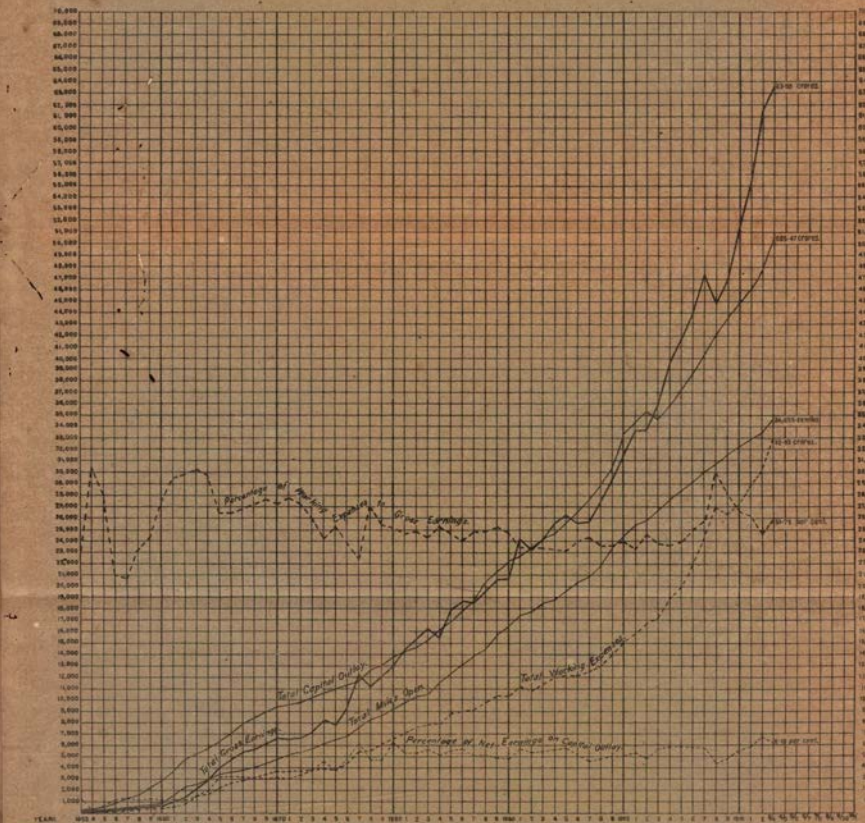
## Diagram showing, for each year, the totals up to 31st March 1914 for Capital Outlay, Gross Earnings, Working Expenses, Miles Open, Percentage of Net Earnings on Capital Outlay and Percentage of Working Expenses to Gross Earnings.

NOTE.

The figures on this scale represent lakhs for the Capital Outlay, tens of thousands for Gross Earnings and Working Expenses, and Miles for Open mileage. In the case of Percentage of Net Earnings on Capital Outlay and Percentage of Working Expenses to Gross Earnings, each square represents one and two per cent., respectively.

The "Total Capital Outlay" is that on all Indian railways, viz. (i) open, (ii) partly or wholly under construction, and (iii) on miscellaneous items; while for the purposes of the "Percentage of Net Earnings on Capital Outlay" (i) alone is reckoned.

[The decrease in the Total Capital Outlay in 1903 is due to revision of the outlay hitherto adopted for lines purchased by the State from Guaranteed Railway Companies.]



RAILWAY DEPARTMENT
GOVERNMENT OF INDIA
RAILWAY BOARD

# Railways in India

Administration Report for the year
1913-14

VOLUME II
(APPENDICES)

SIMLA
GOVERNMENT CENTRAL PRESS
1914

134565

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# APPENDIX 1.

*History of railways constructed and in progress.*

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| Railway. | Abbreviations of names of railways. | Number. Main head. | Number. Sub-head. | Gauge. | Working or constructing agency. | Page. |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **A** | | | | | | |
| Agra-Delhi Chord ... ... | A.D.C. | 5 | (*b*) | 5′ 6″ | G. I. P. Ry. Co. ... | 69 |
| Ahmedabad-Dholka ... ... | A.D. | 2 | (*g*) | 3′ 3⅜″ | B. B. and C. I. Ry. Co. | 27 |
| Ahmedabad-Parantij ... | A.P. | 2 | (*h*) | 3′ 3⅜″ | | 29 |
| Ambaji-Taranga Light ... | A.T. | 26 | (*a*) | 2′ 6″ | A. T. Light Ry. Co. ... | 197 |
| Amritsar-Patti ... ... | A.P.T. | 8 | (*b*) | 5′ 6″ | N. W. Ry. ... ... | 110 |
| Arrah-Sasaram Light ... | A.S. | 27 | (*a*) | 2′ 6″ | A. S. Light Ry. Co. ... | 197 |
| Assam-Bengal ... ... | A.B. | 11 | (*a*) | 3′ 3⅜″ | A. B. Ry. Co. ... | 148 |
| **B** | | | | | | |
| Bangalore-Chickballapur Light ... | B.C. | 28 | (*a*) | 2′ 6″ | Mysore Durbar ... | 199 |
| Baran-Kotah ... ... | B.K. | 5 | (*c*) | 5′ 6″ | G. I. P. Ry. Co. ... | 70 |
| Barasat-Basirhat Light ... | B.B.L. | 29 | (*a*) | 2′ 6″ | B. B. L. Ry. Co. ... | 200 |
| Barsi Light ... ... | B.L. | 30 | (*a*) | 2′ 6″ | B. L. Ry. Co. ... | 202 |
| Bengal and North-Western ... | B.&N.W. | 12 | (*a*) | 3′ 3⅜″ | B. & N. W. Ry. Co. ... | 151 |
| Bengal Dooars ... ... | B.D. | 13 | (*a*) | 3′ 3⅜″ | B. D. Ry Co. ... | 159 |
| Bengal Dooars Extensions ... | B.D.E. | 13 | (*b*) | 3′ 3⅜″ | | 161 |
| Bengal-Nagpur ... ... | B.N. | 1 | (*a*) | 5′ 6″ | B. N. Ry. Co. ... | 5 |
| Bezwada Extension ... ... | B. E. | 7 | (*b*) | 5′ 6″ | N. G. S. Ry. Co. ... | 101 |
| Bezwada-Masulipatam ... | B.M. | 6 | (*d*) | 3′ 3⅜″ | M. & S. M. Ry. Co. ... | 86 |
| Bhavnagar ... ... | B.N.G. | 14 | (*a*) | 3′ 3⅜″ | Bhavnagar Durbar ... | 162 |
| Bhopal-Itarsi ... ... | B.I. | 5 | (*d*) | 5′ 6″ | G. I. P. Ry. Co. ... | 71 |
| Bhopal-Ujjain ... ... | B.U. | 5 | (*e*) | 5′ 6″ | | 73 |
| Bilimora-Kalamba ... ... | B.K.B. | 2 | (*p*) | 2′ 6″ | Baroda Durbar ... | 41 |
| Bina-Goona-Baran ... ... | B.G.B. | 5 | (*f*) | 5′ 6″ | G. I. P. Ry. Co. ... | 74 |
| Birur-Shimoga ... ... | B.S.G. | 6 | (*e*) | 3′ 3⅜″ | M. & S. M. Ry. Co. ... | 87 |
| Bombay, Baroda and Central India (5′ 6″ gauge). | B.B.& C.I. | 2 | (*a*) | 5′ 6″ | B. B. & C. I. Ry. Co. ... | 15 |
| Bombay, Baroda and Central India (3′ 3⅜″ gauge). | B.B.&C.I.M. | 2 | (*f*) | 3′ 3⅜″ | | 25 |
| Bombay Port Trust ... ... | B.P.T. | ... | ... | 5′ 6″ | Bombay Port Trust ... | 42 |
| Bowringpet-Kolar ... ... | B. P. K. | 31 | (*a*) | 2′ 6″ | Mysore Durbar ... | 204 |
| Broach-Jambusar Branch .... | B.J. | 2 | (*q*) | 2′ 6″ | B. B. & C. I. Ry. Co. ... | 41 |
| Bukhtiarpore-Bihar Light ... | B.B. | 32 | (*a*) | 2′ 6″ | B. B. Light Ry. Co. ... | 205 |
| Burdwan-Katwa ... ... | B.K.T. | 33 | (*a*) | 2′ 6″ | B. K. T. Ry. Co. ... | 207 |
| Burma ... ... | B. | 15 | (*a*) | 3′ 3⅜″ | B. Rys. Co.... ... | 164 |
| Burma Extensions ... ... | B.R.E. | 15 | (*b*) | 3′ 3⅜″ | | 167 |
| Buthidaung-Maungdaw ... | B.M.W. | 34 | (*a*) | 2′ 6″ | B. M. W. Ry. Co. | 207 |
| **C** | | | | | | |
| Calcutta Port Commissioners' ... | C.P.T. | ... | ... | 5′ 6″ | Calcutta Port Commissioners | 42 |
| Cawnpore-Banda ... ... | C.B.D. | 9 | (*b*) | 5′ 6″ | O. & R. Ry. | 130 |
| Cawnpore-Burhwal link ... | C.B.M. | 9 | (*d*) | 3′ 3⅜″ | B. & N. W. Ry. Co. ... | 132 |
| Champaner-Shivrajpur Light ... | C.S. | 35 | (*a*) | 2′ 6″ | Shivrajpur Syndicate of Bombay. | 208 |
| Cooch Behar ... ... | C.B. | 3 | (*c*) | 3′ 3⅜″ | E. B. Ry. ... ... | 48 |
| Cutch ... ... | C. | 36 | (*a*) | 2′ 6″ | Cutch Durbar... ... | 209 |
| **D** | | | | | | |
| Darjeeling-Himalayan ... | D.H. | 47 | (*a*) | 2′ 0″ | D. H. Ry. Co. ... | 223 |
| Darjeeling-Himalayan Extensions | D.H.E. | 47 | (*b*) | 2′ 0″ | | 224 |
| Dehri-Rohtas Light ... ... | D.R. | 37 | (*a*) | 2′ 6″ | D. R. Light Ry. Co. ... | 210 |
| Delhi-Umballa-Kalka ... | D.U.K. | 4 | (*b*) | 5′ 6″ | E. I. Ry. Co. ... | 58 |
| Dholpur-Bari ... ... | D.B. | 38 | (*a*) | 2′ 6″ | Dholpur Durbar ... | 211 |
| Dhond Baramati ... ... | D.B.M. | 5 | (*i*) | 2′ 6″ | G. I. P. Ry. Co. ... | 73 |
| Dhone-Kurnool ... ... | D.K. | 6 | (*f*) | 3′ 3⅜″ | M. & S. M. Ry. Co. ... | 89 |
| Dhrangadra ... ... | D.H.R | 14 | (*b*) | 3′ 3⅜″ | Bhavanagar Durbar ... | 163 |
| Dibru-Sadiya ... ... | D.S. | 16 | (*a*) | 3′ 3⅜″ | Assam Rys. & Tradg. Co. | 170 |
| Dwara-Therria Light ... | D.T. | 39 | (*a*) | 2′ 6″ | Khassia Hills (Assam) Co. Ltd. | 211 |

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

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| Railway. | Abbreviations of names of railways. | Numbers. Main head. | Numbers. Sub-head. | Gauge. | Working or constructing agency. | Page. |
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| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| **E** | | | | | | |
| Eastern Bengal, 5′ 6″ gauge ... | E.B. | 3 | (*a*) | 5′ 6″ | E. B. Ry. ... ... | 43 |
| Eastern Bengal, 3′ 3⅜″ „ ... | E.B.M. | 3 | (*b*) | 3′ 3⅜″ | E. B. Ry. ... ... | 46 |
| Eastern Bengal, 2′ 6″ „ ... | E.B.M. | 3 | (*b*) | 2′ 6″ | E. B. Ry. ... ... | 48 |
| East Indian ... ... | E.I. | 4 | (*a*) | 5′ 6″ | E. I. Ry. Co. ... ... | 52 |
| **G** | | | | | | |
| Gaekwar's Dabhoi ... ... | G.D. | 2 | (*m*) | 2′ 6″ | B. B. & C. I. Ry. Co. ... | 38 |
| Gaekwar's Mehsana ... | G.M. | 2 | (*e*) | 3′ 3⅜″ | B. B. & C. I. Ry. Co. ... | 31 |
| Godhra-Lunavada ... ... | G.L.D. | 40 | (*a*) | 2′ 6″ | Guzerat Rys. Co. ... | 212 |
| Gondal-Porbandar ... ... | G.P. | 17 | (*a*) | 3′ 3⅜″ | Gondal and Porbandar Durbars. | 173 |
| Gondia-Chanda Extension ... | G.C. | 1 | (*b*) | 2′ 6″ | B. N. Ry. Co. ... | 9 |
| Great Indian Peninsula ... | G.I.P. | 5 | (*a*) | 5′ 6″ | G. I. P. Ry. Co. ... | 64 |
| Gwalior Light ... ... | G.L. | 48 | (*a*) | 2′ 0″ | Gwalior Durbar ... | 226 |
| **H** | | | | | | |
| Hardwar-Dehra ... ... | H.D. | 9 | (*c*) | 5′ 6″ | O. & R. Ry. ... ... | 130 |
| Hindupur (Yesvantpur-Mysore Frontier). | H. | 6 | (*g*) | 3′ 3⅜″ | M. & S. M. Ry. Co. ... | 90 |
| Hingoli Branch ... ... | H.B. | 7 | (*c*) | 3′ 3⅜″ | N. G. S. Ry. Co. ... | 103 |
| Howrah-Amta Light ... | H.A. | 49 | (*a*) | 2′ 0″ | H. A. Light Ry. Co. ... | 227 |
| Howrah-Sheakhala Light ... | H.S. | 50 | (*a*) | 2′ 0″ | H. S. Light Ry. Co. ... | 229 |
| Hyderabad-Godavari Valley ... | H.G.V. | 7 | (*d*) | 3′ 3⅜″ | N. G. S. Ry. Co. ... | 104 |
| **J** | | | | | | |
| Jacobabad-Kashmore ... | J.B.K. | 8 | (*c*) | 2′ 6″ | Upper Sind Lt. Rys. Co. ... | 126 |
| Jagadhri Light ... ... | J. L. | 51 | (*a*) | 2′ 0″ | J. L. Ry. Co. ... ... | 231 |
| Jaipur ... ... ... | J.S.M. | 2 | (*j*) | 3′ 3⅜″ | B. B. & C. I. Ry. Co. ... | 33 |
| Jakhal-Hissar ... ... | J.L.H. | 8 | (*c*) | 5′ 6″ | N. W. Ry. ... | 111 |
| Jammu and Kashmir (Native State section). | J.K. | 8 | (*d*) | 5′ 6″ | N. W. Ry. ... | 112 |
| Jamnagar ... ... | J.N. | 18 | (*a*) | 3′ 3⅜″ | Jamnagar Durbar ... | 176 |
| Jessore-Jhenidah Light ... | J.J. | 41 | (*a*) | 2′ 6″ | J. J. Ry. Co. ... ... | 214 |
| Jetalsar-Rajkot ... ... | J.R. | 17 | (*b*) | 3′ 3⅜″ | Gondal and Porbandar Durbars. | 173 |
| Jind-Panipat (Native State section) | J.P. | 4 | (*c*) | 5′ 6″ | D. U. K. Ry. Co. ... | 63 |
| Jodhpur-Bikaner (Jodhpur section). | J.B. | 19 | (*a*) | 3′ 3⅜″ | J. B. Ry. ... ... | 177 |
| „ „ (Bikaner section). | J.B.B. | 19 | (*b*) | 3′ 3⅜″ | J. B. Ry. ... ... | 179 |
| Jodhpur-Hyderabad (British section). | J.H. | 19 | (*c*) | 3′ 3⅜″ | J. B. Ry. ... ... | 180 |
| Jorhat (Provincial) ... ... | J. | 52 | (*a*) | 2′ 0″ | Assam. Administration ... | 232 |
| Jubbulpore-Gondia Extension ... | J.G.E. | 1 | (*c*) | 2′ 6″ | B. N. Ry. Co. ... | 10 |
| Jullundur Doab ... ... | J.D. | 8 | (*c*) | 5′ 6″ | N. W. Ry. ... | 113 |
| Jullundur-Mukerian ... ... | J.M. | 8 | (*p*) | 5′ 6″ | Hoshiarpur Doab Bch. Rys. Co. | 126 |
| Junagad ... ... | J.N.D. | 20 | (*a*) | 3′ 3⅜″ | Junagad Durbar ... | 185 |
| **K** | | | | | | |
| Kalka-Simla ... ... | K.S. | 8 | (*l*) | 2′ 6″ | N. W. Ry.... ... | 123 |
| Khanpur-Chachran ... ... | K.C. | 8 | (*f*) | 5′ 6″ | N. W. Ry.... ... | 114 |
| Khijadia-Dhari ... ... | K.D. | 17 | (*c*) | 3′ 3⅜″ | Gondal and Porbandar Durbars. | 175 |
| Kohat-Thal ... ... | K.T. | 8 | (*m*) | 2′ 6″ | N. W. Ry. ... ... | 124 |
| Kolar Gold-fields ... ... | K.G. | 6 | (*b*) | 5′ 6″ | M. & S. M. Ry. Co. ... | 83 |
| Kolhapur ... ... | K. | 6 | (*h*) | 3′ 3⅜″ | M. & S. M. Ry. Co. ... | 91 |
| Kosamba-Zankhvav ... ... | K.Z. | 2 | (*n*) | 2′ 6″ | B. B. & C. I. Ry. Co. ... | 39 |

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*History of railways constructed and in progress.*

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| **L** | | | | | | |
| Ledo and Tikak-Margherita Colliery. | L.T. | 16 | (*b*) | 3′ 3⅜″ | Assam Rys. & Tradg. Co.... | 171 |
| Lucknow-Bareilly ... ... | L.B. | 24 | (*b*) | 3′ 3⅜″ | R. & K. Ry. Co. ... | 193 |
| Ludhiana-Dhuri-Jakhal ... | L.D.J. | 8 | (*g*) | 5′ 6″ | N. W. Ry. ... ... | 116 |
| **M** | | | | | | |
| Madaya Light ... ... | M. | 42 | (*a*) | 2′ 6″ | M. Tramway Co. ... | 216 |
| Madras and Southern Mahratta ... | M.&S.M. | 6 | (*a*) | 5′ 6″ | M. & S. M. Ry. Co. ... | 80 |
| Madras and Southern Mahratta ... | M.&S.M.M. | 6 | (*e*) | 3′ 3⅜″ | M. & S. M. Ry. Co. ... | 85 |
| Mandra-Bhon ... ... | M.B.N. | 8 | (*q*) | 5′ 6″ | N. W. Ry. ... ... | 126 |
| Matheran Light ... ... | M.T.H. | 5 | (*h*) | 2′ 0″ | G. I. P. Ry. Co. ... | 77 |
| Mirpur Khas-Jhudo ... | M.K. | 19 | (*d*) | 3′ 3⅜″ | J. B. Ry. ... ... | 181 |
| Mirpur Khas-Khadro ... | M.K.K. | 19 | (*e*) | 3′ 3⅜″ | J. B. Ry. ... ... | 183 |
| Mohappur-Dharmapuri ... | M.D. | 10 | (*j*) | 2′ 6″ | S. I. Ry. Co. ... | 145 |
| Moubhanj ... ... | M.B. | 1 | (*d*) | 2′ 6″ | B. N. Ry. Co. ... | 11 |
| Morvi ... ... | M.R.W. | 21 | (*a*) | 3′ 3⅜″ / 2′ 6″ | Morvi Durbar ... | 186 |
| Murtajapur-Ellichpur ... | M.E. | 5 | (*g*) | 2′ 6″ | G. I. P. Ry. Co. ... | 77 |
| Murtajapur-Yeotmal ... | M.Y. | 5 | (*j*) | 2′ 6″ | G. I. P. Ry. Co. ... | 79 |
| Mymensingh-Jamalpur-Jagannathganj. | M.J.J. | 3 | (*d*) | 3′ 3⅜″ | E. B. Ry. ... ... | 50 |
| Mysore-Arsikere ... ... | M.A. | 22 | (*a*) | 3′ 3⅜″ | Mysore Durbar ... | 187 |
| Mysore-Nanjangud ... | M.N. | 6 | (*i*) | 3′ 3⅜″ | M. & S. M. Ry. Co. ... | 92 |
| Mysore section (Madras and Southern Mahratta). | M.S. | 6 | (*i*) | 3′ 3⅜″ | M. & S. M. Ry. Co. ... | 92 |
| **N** | | | | | | |
| Nadiad-Kapadvanj ... ... | N.K. | 43 | (*a*) | 2′ 6″ | Guzerat Rys. Co. ... | 217 |
| Nagda-Ujjain ... ... | N.U. | 2 | (*b*) | 5′ 6″ | B. B. & C. I. Ry. Co. ... | 19 |
| Nagpur-Chhindwara Extension ... | N.C. | 1 | (*e*) | 2′ 6″ | B. N. Ry. Co. ... | 12 |
| Nilgiri ... ... | N. | 10 | (*e*) | 3′ 3⅜″ | S. I. Ry. Co. ... | 137 |
| Nizam's Guaranteed State ... | N.G.S. | 7 | (*a*) | 5′ 6″ | N. G. S. Ry. Co. ... | 99 |
| North Western ... ... | N.W. | 8 | (*a*) | 5′ 6″ | N. W. Ry. ... | 106 |
| Nowshera-Durgai ... | N.D. | 8 | (*n*) | 2′ 6″ | N. W. Ry. ... | 124 |
| **O** | | | | | | |
| Okhamandal ... ... | O.K.M. | 23 | (*a*) | 3′ 3⅜″ | Baroda Durbar ... | 187 |
| Oudh and Rohilkhand ... | O.&R. | 9 | (*a*) | 5′ 6″ | O. & R. Ry. ... | 127 |
| **P** | | | | | | |
| Palanpur-Deesa ... | P.D. | 2 | (*k*) | 3′ 3⅜″ | B. B. & C. I. Ry. Co. ... | 35 |
| Parlakimedi Light ... | P.L.L. | 1 | (*f*) | 2′ 6″ | B. N. Ry. Co. ... | 12 |
| Peralam-Karaikkal ... | P.K. | 10 | (*d*) | 3′ 3⅜″ | S. I. Ry. Co. ... | 138 |
| Petlad-Cambay (Anand-Tarapur section). | P.C. A. | 2 | (*c*) | 5′ 6″ | B. B. & C. I. Ry. Co. ... | 20 |
| Petlad-Cambay (Tarapur-Cambay section). | P.C.T. | 2 | (*d*) | 5′ 6″ | B. B. & C. I. Ry. Co. ... | 21 |
| Petlad-Vaso ... ... | P.V. | 2 | (*r*) | 2′ 6″ | Baroda Durbar ... | 41 |
| Phagwara-Rahon ... ... | P.R.H. | 8 | (*r*) | 5′ 6″ | Hoshiarpur Doab Beh. Rys. Co. | 126 |
| Pipar Road-Bhavi Light ... | P.B. | 19 | (*f*) | 2′ 0″ | J. B. Ry. ... | 184 |
| Podanur-Pollachi ... ... | P.P. | 10 | (*l*) | 3′ 3⅜″ | S. I. Ry. Co. ... | 147 |
| Pondicherry ... ... | P. | 10 | (*o*) | 3′ 3⅜″ | S. I. Ry. Co. ... | 139 |
| Powayan Light ... ... | P.W.L. | 24 | (*c*) | 2′ 6″ | R. & K. Ry. Co. ... | 194 |
| Purulia-Ranchi Branch ... | P.R. | 1 | (*g*) | 2′ 6″ | B. N. Ry. Co. ... | 13 |

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*History of railways constructed and in progress.*

## Index—*concld.*

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| **R** | | | | | | |
| Raipur-Dhamtari Branch ... | R.D. | 1 | (*h*) | 2′ 6″ | B. N. Ry. Co.... ... | 14 |
| Rajpipla ... ... ... | R. | 2 | (*o*) | 2′ 6″ | B. B. & C. I. Ry. Co. ... | 40 |
| Rajpura-Bhatinda ... ... | R.B. | 8 | (*h*) | 5′ 6″ | N. W. Ry. ... ... | 117 |
| Rohilkund and Kumaon ... | R.&K. | 24 | (*a*) | 3′ 3 3/8″ | R. & K. Ry. Co. ... | 188 |
| **S** | | | | | | |
| Sangli ... ... ... | S. | 6 | (*k*) | 3′ 3 3/8″ | M. & S. M. Ry. Co. ... | 94 |
| Sara-Serajganj ... ... | S.S. | 3 | (*e*) | 5′ 6″ | E. B. Ry. ... ... | 51 |
| Secunderabad-Gadwal ... | S.G. | 7 | (*e*) | 3′ 3 3/8″ | N. G. S. Ry. Co. ... | 105 |
| Shahdara (Delhi)-Saharanpur Light. | S.S.L. | 44 | (*a*) | 2′ 6″ | S. S. Light Ry. Co. ... | 219 |
| Shoranur-Cochin ... ... | S.C. | 10 | (*f*) | 3′ 3 3/8″ | S. I. Ry. Co. ... ... | 141 |
| South Bihar ... ... | S.B. | 4 | (*c*) | 5′ 6″ | E. I. Ry. Co. ... ... | 60 |
| South Indian ... ... | S.I. | 10 | (*a*) | 5′ 6″ | S. I. Ry. Co. ... | 133 |
| South Indian ... ... | S.I.M. | 10 | (*b*) | 3′ 3 3/8″ | S. I. Ry. Co. ... | 134 |
| Southern Punjab ... ... | S.P. | 8 | (*i*) | 5′ 6″ | N. W. Ry.... ... | 118 |
| Southern Punjab "Ludhiana" Extension. | S.P.E. | 8 | (*j*) | 5′ 6″ | N. W. Ry.... ... | 121 |
| Southern Shan States ... | S.S.S. | 15 | (*c*) | 3′ 3 3/8″ | B. Rys, Co. ... ... | 169 |
| Sutlej Valley ... ... | S.V. | 8 | (*k*) | 5′ 6″ | N. W. Ry. ... ... | 122 |
| **T** | | | | | | |
| Tanjore District Board ... | T.D.B. | 10 | (*g*) | 3′ 3 3/8″ | S. I. Ry. Co. ... ... | 142 |
| Tapti Valley ... ... | T.V. | 2 | (*e*) | 5′ 6″ | B. B. & C. I. Ry. Co. ... | 23 |
| Tarikere-Yedahalli ... ... | T.Y. | 53 | (*a*) | 2′ 0″ | Mysore Durbar ... | 233 |
| Tarkessur ... ... | T. | 4 | (*d*) | 5′ 6″ | E. I. Ry. Co. ... ... | 62 |
| Tarkessur-Magra Light ... | B.P. | 45 | (*a*) | 2′ 6″ | B. P. Ry. Co. ... ... | 220 |
| Tenali-Repalli ... ... | T.R. | 6 | (*m*) | 5′ 6″ | M. & S. M. Ry. C ... | 98 |
| Tezpore-Balipara Light ... | T.B. | 46 | (*a*) | 2′ 6″ | T. B. Light Ry. Co. ... | 222 |
| Tinnevelly-Quilon (Travancore) (British section). | T.Q.B. | 10 | (*h*) | 3′ 3 3/8″ | S. I. Ry. Co. ... | 143 |
| Tinnevelley-Quilon (Travancore) (Native State section). | T.Q.N. | 10 | (*i*) | 3′ 3 3/8″ | S. I. Ry. Co. ... | 145 |
| Tirhoot ... ... ... | T.S. | 12 | (*b*) | 3′ 3 3/8″ | B. & N. W. Ry. Co. ... | 156 |
| Tirupattur-Krishnagiri ... | T.K. | 10 | (*k*) | 2′ 6″ | S. I. Ry. Co. ... ... | 146 |
| Trans-Indus (Kalabagh-Bannu) ... | K.B. | 8 | (*o*) | 2′ 6″ | N. W. Ry. ... ... | 125 |
| **U** | | | | | | |
| Udaipur-Chitorgarh ... ... | U.C. | 25 | (*a*) | 3′ 3 3/8″ | Udaipur Durbar ... | 196 |
| **V** | | | | | | |
| Vijapur-Kalol-Kadi ... ... | V.K.K. | 2 | (*l*) | 3′ 3 3/8″ | B. B. & C. I. Ry. Co. ... | 36 |
| **W** | | | | | | |
| West of India Portuguese ... | W.I.P. | 6 | (*l*) | 3′ 3 3/8″ | M. & S. M. Ry. Co. ... | 95 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

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## GENERAL.

From the year 1906-07 Interest on Debt in India has been calculated at the actual average rate for the year of interest on the mean non-specific debt of India, instead of at the fixed rates of 4 and 3½ per cent previously employed. The actual rates from 1906-07 to 1913-14 were 3·437, 3·412, 3·358, 3·384, 3·377, 3·401, 3·500 and 3·388 per cent, respectively.

One effect of the change is that, in some cases, while the capital outlay on a railway at the end of 1907 was ahead of that at the end of 1906, the interest charge in connection therewith was less.

Number $\frac{\text{Main head 1}}{\text{Sub-heads } (a) \text{ to } (h)}$. **BENGAL-NAGPUR RAILWAY SYSTEM—**

*Chairman*—SIR SAMUEL HOARE, BART.
*Managing Director*—ROBERT MILLER, ESQ.
*Offices*—132, Gresham House, Old Broad Street, London, E.C.
*Date of registration of the Company*—23rd February 1887.

**Lines comprised in the system.**—The Bengal-Nagpur railway system is made up of—

| | | Open line. | Under construction or sanctioned for construction. | Total. |
|---|---|---|---|---|
| | | Miles. | Miles. | Miles. |
| (*a*) | Bengal-Nagpur railway proper (5′ 6″ gauge) . . . 1,554·91 | 1,876·46 | 272·67 | 2,149·13 |
| | East Coast railway, Northern section (5′ 6″ gauge)* . 321·55 | | | |
| (*b*) | Gondia-Chanda Extension, Bengal-Nagpur railway (2′ 6″ gauge) . | 216·06 | 2·26 | 218·32 |
| (*c*) | Jubbulpore-Gondia Extension, Bengal-Nagpur railway (2′ 6″ gauge) | 310·97 | 8·43 | 319·40 |
| (*d*) | Mourbhanj railway (2′ 6″ gauge) . . . . . | 32·41 | ... | 32·41 |
| (*e*) | Nagpur-Chhindwara Extension, Bengal-Nagpur railway (2′ 6″ gauge) . | 97·60 | ... | 97·60 |
| (*f*) | Parlakimedi Light railway (2′ 6″ gauge) . . . . . | 24·62 | ... | 24·62 |
| (*g*) | Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge) . . | 115·29 | ... | 115·29 |
| (*h*) | Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge) . . | 56·94 | ... | 56·94 |
| | Total . . | 2,730·35 | 283·36 | 3,013·71 |

**Running powers—**

*Home line over Foreign lines :—*

| | | |
|---|---|---|
| At Katni, East Indian railway | for passenger and goods trains. . . . . | 0·30 |
| At Asansol and Katrasgarh, East Indian railway | | 1·16 |
| At Howrah, East Indian railway, for passenger trains only . . . . . | | 1·00 |
| At Nagpur, Great Indian Peninsula railway | for passenger and goods trains. | 0·65 |
| Waltair to Vizagapatam, including wharf and swamp lines, Madras and Southern Mahratta railway (5′ 6″ gauge) . . . . . | | 4·97 |
| | Total . . | 8·08 |

*Foreign line over Home line :—*

| | |
|---|---|
| Great Indian Peninsula railway at Katni, for passenger trains only . . . . . | 1·60 |

### 1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—

The Bengal-Nagpur Railway Company was formed in 1887 and took over the Nagpur-Chhattisgarh State railway and constructed other lines, embracing in all a system of railways known as the Bengal-Nagpur railway.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| BENGAL-NAGPUR PROPER— | | | | | |
| *Main line—* | | | | | |
| Asansol to Damoodur . . . . . | 12-6-89 | 4·62 | | | |
| Damoodur to Purulia . . . . . | 14-12-89 | 44·56 | | | |
| Purulia to Chakardharpore . . . . | 22-1-90 | 72·23 | | | |
| Chakardharpore to Goilkera . . . . | 15-5-90 | 20·90 | | | |
| Goilkera to Jharsuguda . . . . . | 1-2-91 | 104·92 | | | |
| Jharsuguda to Raigarh . . . . . | 20-4-90 | 44·42 | | | |
| Raigarh to Bilaspur . . . . . | 10-2-90 | 82·40 | | | |
| Bilaspur to Raipur . . . . . | 10-1-89 | 69·52 | | | |
| Raipur to Raj-Nandgaon . . . . . | 4-12-88 | 42·04 | | | |
| Raj-Nandgaon to Nagpur . . . . . | 1880, '81 & '82† | 145·26 | | | |
| | | | 629·87 | | † These are the dates of opening in sections of the original 3′ 3½″ gauge line, which was converted to the 5′ 6″ gauge and reopened on the 27th November 1888. |
| *Branches—* | | | | | |
| *Sanctoria coal branch—* | | | | | |
| Damoodur to the Sanctoria collieries . . | 12-6-89 | 8·11 | | | |
| | | | 8·11 | | |
| *Chaurashi branch—* | | | | | |
| Ramkanali to Nodiha Colliery siding (siding No. 7) . . . . . | 1-2-03 | 8·52 | | | |
| | | | 8·52 | | |
| *Sambalpur branch—* | | | | | |
| Jharsuguda to Sambalpur . . . . | 1-2-93 | 29·90 | | | |
| | | | 29·90 | * | |
| Carried over . . . | ... | ... | ... | 676·49 | |

* Transferred for working as an integral part of the Bengal-Nagpur railway from the 1st January 1901.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

**1 (*a*) Bengal-Nagpur railway** (5′ 6″ gauge)—*contd.*

**Progress in opening**—*contd.*

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Brought forward | ... | ... | ... | 676·40 | |
| *Katni branch*— | | | | | |
| Bilaspur to Birsinghpur | 1-2-91 | 142·32 | | | |
| Birsinghpur to Umaria | 11-5-90 | 18·46 | | | |
| Umaria to Katni | 2-11-86 | 35·88 | | | |
| Katni to Marwara Junction | 1-1-01 | 0·65 | | | |
| | | | 197·31 | | |
| Kanhan to Dattapahar | 26-9-07 | 17·39 | | | |
| | | | 17·39 | | |
| *Calcutta extension*— | | | | | |
| Sini to Kharpur | 1-6-98 | 100·02 | | | |
| Kharpur to Khal Bridge | 17-12-98 | 36·57 | | | |
| Khal Bridge to Rajapur Khal | 24-5-00 | 18·80 | | | |
| Rajapur Khal to Howrah | 14-12-00 | 15·31 | | | |
| Fort Gloster branch 1·56, Lawrence Mill 0·83 and East Roop Narain Bank 0·81 and Kidderpore Fort line 0·60 | 14-12-00 | 3·80 | | | |
| | | | 174·50 | | |
| *Shalimar branch*— | | | | | |
| Santragachi to Shalimar | 15-3-01 | 3·15 | | | |
| | | | 3·15 | | |
| *Cuttack extension*— | | | | | |
| Kharpur to Balasore | 17-12-98 | 71·86 | | | |
| Balasore to Cuttack | 10-1-99 | 110·40 | | | |
| | | | 182·26 | | |
| *Jharia extension*— | | | | | |
| Kharpur to Cossye river | 20-12-99 | 6·40 | | | |
| Right bank of the Cossye river to Midnapore | 8-6-01 | 1·55 | | | |
| Midnapore to Bhojudih | 1-2-03 | 114·95 | | | |
| Bhojudih to Gomoh | 1-1-07 | 26·15 | | | |
| Sudamdih block hut to Bhowrah block hut | 17-2-14 | 1·72 | | | |
| | | | 150·77 | | |
| *Branches and extensions on the Jharia Coal-fields*— | | | | | |
| *Bhojudih-Bhaga-Mohuda loop*— | | | | | |
| Bhojudih to Bhaga | 20-4-03 | 6·96 | | | |
| Bhaga to Malkera | 1-9-03 | 8·78 | | | |
| Malkera to Mohuda | 15-6-04 | 3·37 | | | |
| | | | 19·11 | | |
| *Bhowra branch*— | 14-5-03 | 3·08 | | | |
| | | | 3·08 | | |
| *Bhojudih-Pathardihi link* | 1-2-06 | 0·86 | | | |
| | | | 0·86 | | |
| *Katras connections*— | | | | | |
| Malkera to Katras | 24-8-03 | 0·53 | | | |
| Khanoodih to Katras | 1-1-07 | 1·86 | | | |
| | | | 2·44 | | |
| *Murulidih branch*— | | | | | |
| Mohuda to Murulidih collieries | 1-1-07 | 2·65 | | | |
| | | | 2·65 | | |
| *Jamadoba loop*— | 16-9-03 | 5·42 | | | |
| | | | 5·42 | | |
| *Kendua branch*— | 10-10-99 | *2·60 | | | |
| | | | 2·60 | | * Opened for goods traffic only. |
| *Aldih branch*— | 1-2-06 | 2·54 | | | |
| | | | 2·54 | | |
| *Vizianagram-Parvatipuram extension*— | | | | | |
| Vizianagram to Bobbili | 24-12-08 | 33·18 | | | |
| Bobbili to Parvatipuram | 8-3-09 | 15·20 | | | |
| | | | 48·38 | | |
| *Bobbili-Salur branch*— | | | | | |
| Bobbili to Salur | 1-5-13 | 10·37 | | | |
| | | | 10·37 | | |
| *Kalimati-Gorumahisani extension*— | | | | | |
| Kalimati to Onlajori | 1-2-11 | 34·12 | | | |
| Onlajori to Gorumahisani | 6-4-11 | 5·98 | | | |
| | | | 40·10 | | |
| *Bokharo Ramgarh extension*— | | | | | |
| Mohuda to Chandrapura | 27-11-13 | 11·70 | | | |
| | | | 11·70 | | |
| *Kalamna-Itwari-Nagpur section*— | | | | | |
| Kalamna *viâ* Itwari to Nagpur | 15-3-11 | 3·88 | 3·88 | | |
| | | | | 878·51 | |
| TOTAL OPEN MILEAGE, BENGAL-NAGPUR PROPER | ... | ... | ... | 1,554·91 | |
| EAST COAST RAILWAY, NORTHERN SECTION— | | | | | |
| *Main line*— | | | | | |
| Cuttack to Bhubaneswar | 1-2-97 | 17·13 | | | |
| Bhubaneswar to Khurda Road | 20-7-96 | 11·75 | | | |
| Khurda Road to Rambha | 1-3-96 | 61·60 | | | |
| Rambha to Berhampore-Ganjam | 1-9-05 | 29·54 | | | |
| Berhampore-Ganjam to Palasa | 1-4-95 | 45·99 | | | |
| Palasa to Parlakimedi Road (Naupada) | 17-12-94 | 15·97 | | | |
| Parlakimedi Road (Naupada) to Vizianagram | 20-7-94 | 72·36 | | | |
| Vizianagram to Waltair | 15-7-93 | 37·78 | | | |
| Naupada salt branch | ... | 2·37 | | | |
| | | | 294·49 | | |
| Carried over | ... | ... | 294·49 | 1,554·91 | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

**1 (*a*) Bengal-Nagpur railway (5′ 6″ gauge)—*contd.***

**Progress in opening—*concld.***

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Brought forward . . | ... | ... | 294·49 | 1,554·91 | |
| *Puri branch*— | | | | | |
| Khurda Road to Puri . . . . . | 1-2-97 | 27·06 | 27·06 | | |
| TOTAL EAST COAST RAILWAY, NORTHERN SECTION . . | ... | ... | ... | 321·55 | |
| TOTAL OPEN MILEAGE, BENGAL-NAGPUR RAILWAY, 5′ 6″ GAUGE. | ... | ... | ... | 1,876·46 | |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | | |
| Raipur to Parvatipuram (sanctioned on 26th January 1906) | ... | 260·67 | 260·67 | | |
| BOKHARO-RAMGARH EXTENSION— | | | | | |
| Chandrapura to Jurungdeeh (sanctioned on 17th May 1912). | ... | 12·00 | 12·00 | 272·67 | |
| GRAND TOTAL, BENGAL-NAGPUR, 5′ 6″ GAUGE. | ... | ... | ... | 2,149·13 | |
| DOUBLE LINE— | | | | | |
| BENGAL-NAGPUR PROPER— | | | | | |
| Howrah to Santragachi . . . . . | 12-12-00 | 3·42 | | | |
| Santragachi to Bauria . . . . . | 17-6-02 | 10·80 | | | |
| Bauria to Khargpur . . . . . | 15-3-07 | 55·86 | | | |
| Shalimar branch . . . . . | ... | 3·15 | | | |
| TOTAL DOUBLE LINE . | ... | ... | 73·23 | | |

**Details of construction—**

*Permanent-way.*—The line is laid with 75-lb., 85-lb. and 90-lb. steel rails on transverse wooden, steel and cast iron pot sleepers.

*Ballast.*—The line is ballasted throughout with stone, except for a few miles on the Adra district (between Khargpur and Garbetta) where laterite is used.

*Fencing.*—The line is fenced only between Nagpur and Kamptee and at the more important stations, also at some of the station yards and first class level crossings on the Barang-Waltair section.

*Curves.*—On the main line there are no curves sharper than 1,000 feet radius.

*Gradients.*—The ruling gradient between Asansol and Nagpur, and Bilaspur and Katni is 1 in 100; between Sini and Khargpur, 1 in 125; between Khargpur and Waltair, 1 in 150; between Khargpur and Howrah, and Khurda Road and Puri, 1 in 200; and between Midnapore and Bhojudih, 1 in 200 in the down direction, and 1 in 125 in the up direction; and between Vizianagram and Parvatipuram, 1 in 125.

**Contracts—**

Dated the 9th March 1887 (called the original contract), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to taking over certain State railways and the construction of other lines, and their management, maintenance and working.

Dated the 31st December 1891 (supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the construction and working of the Sambalpur Branch railway.

Dated the 27th June 1901 (called the Debenture contract, supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the issue of debentures.

Dated the 23rd January 1902 (supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the construction of certain new lines and the working of the Northern section of the East Coast railway.

Dated the 28th April 1903 (supplemental to the contract of 1887), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 22nd February 1910 (supplemental to the contracts of 1887, 1891, 1901, 1902 and 1903), *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the construction of certain further extensions and branch lines in connection with the Company's undertaking and to certain questions under the contract of 1902.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

**1 (*a*) Bengal-Nagpur railway** (5′ 6″ gauge)—*contd.*

**Contracts**—*concld.*

Dated the 5th November 1912 (supplemental to the contracts of 1887, 1891, 1901, 1902, 1908 and 1910) *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to certain modifications of the original contract of 1887 as varied by the several supplemental contracts.

Dated the 4th March 1914 (supplemental to the contracts of 1887, 1891, 1901, 1902, 1903, 1910 and 1912) *between the Secretary of State and the Bengal-Nagpur Railway Company*, as to the adoption of the Government financial year for the preparation of accounts.

**Main provisions of contracts—**

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—Guarantee of interest at 4 per cent per annum in sterling on the Company's ordinary capital of £3,000,000 up to the 31st December 1913. Thereafter on this ordinary capital and on any further ordinary capital that may be required, the guarantee to be 3½ per cent.

(iii) *Distribution of profits :—*

(*A*) *Up to 31st December 1913.*—The net earnings for any complete calendar year up to December 1912, and thereafter for any complete financial year, after providing for :—

(*a*) payment to Government of interest on advances made by Government for capital expenditure on the Company's extensions and on over-drafts of capital in connection with open line capital expenditure, at 3½ per cent per annum up to and including 30th June 1909, and thereafter at 3¾ per cent per annum (except for advances of capital expenditure on the Company's old extensions, interest on which continued to be paid at 3½ per cent per annum),

(*b*) repayment of interest paid by Government to the Company for that year, and

(*c*) payment of interest on capitalized interest under clause 21 of the supplemental contract, dated 23rd January 1902,

are divided in the ratio of ¾ths to the Government and ¼th to the Company if the ordinary capital of £3,000,000 is not increased before that date. If the said capital is increased, the Company's share of surplus profits shall be increased by the fraction which shall bear to one-fourth the same proportion as the additional capital bears to the existing capital of £3,000,000.

As from 1st January 1901, interest at 3½ per cent per annum on the capital expended by the Government on the Northern section of the East Coast railway, is a charge against the net earnings of the Company's undertaking, and the ¼th share of surplus profits formerly payable to the Company is further divisible between the Government and the Company in the proportion which the gross earnings of the Northern section of the East Coast railway bear to the gross earnings of the remainder of the Company's undertaking.

(*B*) *From 1st January 1914.*—With effect from the 1st January 1914, the net earnings attributable to the two half-years of a financial year, less—

(*a*) interest (not charged to capital under the provisions of the contract of 22nd February 1910) on debentures or debenture stock of the Company,

(*b*) guaranteed interest on Company's open line capital, and

(*c*) interest at 3½ per cent on the Secretary of State's open line capital,

shall be divided between the Secretary of State and the Company in the ratio of the average amounts during the year of the Secretary of State's open line capital and the Company's open line capital, in accordance with the contract of the 5th November 1912.

(iv) *Rates and fares.*—The Government to authorise maximum and minimum rates, and prescribe the various classes of passengers and goods as well as the extent to which, within the maxima and minima, the Company may vary the rates in respect of distance, weight or special conditions.

(v) *Special obligations as to the conveyance of.—*

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as those in force on State railways of the same gauge and at rates to be approved by Government.

(*b*) Government bullion and coin and the persons in charge thereof.—To be carried at special rates approved by Government.

(vi) *Power of the Government to determine contract.*—The railway and its appurtenances are declared to be absolutely the property of the Government, which may determine the contract by giving twelve months' previous notice on the 31st December 1950 or on the 31st December of any succeeding fifth year.

On the termination of the contract the Company is to hand over to the Government the railway and all its belongings of every description, and the Government are to repay the amount at par of the share capital which has been paid in by the Company.

The contract for the Sambalpur branch brings this branch within the provisions of the original contract of 9th March 1887, but provides that the Government may purchase the branch at any time after 1st January 1895, on giving twelve months' notice.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

**1 (*a*) Bengal-Nagpur railway** (5′ 6″ gauge)—*concld.*

**Main provisions of contracts**—*concld.*

The contracts of 23rd January 1902 and 22nd February 1910 provide for the construction, maintenance and working of the new lines as part of the Companys' undertaking, and are to remain in force until the original contract of 1887 shall be determined.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—None specified.

**Statistics of working (Those for the periods prior to 1888 will be found in Appendix 38 to the Report for 1907.)—**

TABLE I. | TABLE II.

Includes the Northern section of the late East Coast railway, the Gondia-Chanda, Nagpur-Chhindwara and the Jubbulpore-Gondia Extensions and the Purulia-Ranchi and the Raipur-Dhamtari branches.

| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Company's share of surplus profits (based on terms of contract) *attributable to each year.* | Gain or loss to the State *pertaining to each year.* | Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | |
| 1888 . | 224·50 | 5,23,92,291 | 15,83,293 | 5,17,461 | 0·99 | 23,62,947 | ... | —18,45,486 | 136 | 67·32 |
| 1889 . | 348·18 | 7,08,75,456 | 20,40,944 | 4,03,160 | 0·57 | 29,96,364 | ... | —25,93,204 | 112 | 80·25 |
| 1890 . | 586·01 | 8,14,66,762 | 28,64,578 | 5,47,463 | 0·67 | 33,88,852 | ... | —28,41,389 | 94 | 80·89 |
| 1891 . | 831·58 | 9,08,04,164 | 54,57,356 | 26,64,453 | 2·96 | 35,05,676 | ... | —8,21,223 | 126 | 50·81 |
| 1892 . | 831·58 | 9,56,14,736 | 60,83,562 | 30,08,166 | 3·15 | 39,05,845 | ... | —8,97,179 | 141 | 50·55 |
| 1893 . | 862·33 | 9,80,06,424 | 64,17,751 | 32,62,220 | 3·33 | 43,97,594 | ... | —11,35,374 | 144 | 49·17 |
| 1894 . | 860·88 | 9,81,73,789 | 66,90,648 | 32,58,414 | 3·32 | 45,83,993 | ... | —13,25,579 | 149 | 51·30 |
| 1895 . | 860·88 | 9,88,94,777 | 68,79,740 | 35,41,444 | 3·58 | 48,56,900 | ... | —13,15,356 | 153 | 48·49 |
| 1896 . | 860·88 | 11,05,30,319 | 63,68,525 | 29,27,869 | 2·65 | 48,27,504 | ... | —18,99,635 | 142 | 54·03 |
| 1897 . | 860·88 | 13,94,58,784 | 62,00,309 | 29,79,559 | 2·28 | 51,35,240 | ... | —21,55,681 | 138 | 51·94 |
| 1898 . | 1,067·41 | 14,67,61,520 | 68,79,193 | 33,63,854 | 2·29 | 54,23,186 | ... | —20,59,332 | 124 | 51·10 |
| 1899 . | 1,190·16 | 16,65,90,365 | 90,73,460 | 47,21,814 | 2·83 | 59,75,853 | ... | —12,54,039 | 147 | 47·96 |
| 1900 . | 1,284·35 | 17,41,74,604 | 1,29,75,223 | 77,13,050 | 4·43 | 64,90,637 | 2,61,276 | + 9,61,137 | 194 | 40·56 |
| 1901 . | 1,609·22 | 21,38,65,061 | 1,30,77,760 | 61,48,648 | 2·89 | 79,83,163 | ... | —18,39,515 | 156 | 52·98 |
| 1902 . | 1,602·24 | 23,05,09,658 | 1,42,18,227 | 69,37,743 | 3·01 | 85,44,311 | ... | —16,06,569 | 170 | 51·21 |
| 1903 . | 1,815·65 | 24,97,58,940 | 1,55,47,702 | 70,45,255 | 2·82 | 89,66,131 | ... | —19,20,876 | 165 | 54·69 |
| 1904 . | 1,965·68 | 26,14,35,453 | 1,59,12,187 | 95,87,336 | 3·67 | 95,41,624 | ... | +45,702 | 185 | 49·81 |
| 1905 . | 1,980·47 | 27,33,72,570 | 2,44,70,900 | 1,34,04,052 | 4·90 | 1,00,32,318 | 6,94,126 | +26,77,608 | 238 | 45·22 |
| 1906 . | 1,996·50 | 28,49,48,582 | 2,69,47,181 | 1,41,51,252 | 4·97 | 1,03,41,779 | 7,94,920 | +30,14,553 | 259 | 47·49 |
| 1907 . | 2,113·35 | 30,91,90,534 | 2,89,90,537 | 1,48,46,149 | 4·80 | 1,08,35,545 | 9,07,089 | +31,03,515 | 263 | 48·77 |
| 1908 . | 2,300·86 | 32,39,77,888 | 2,71,55,960 | 1,14,06,971 | 3·52 | 1,12,34,518 | ... | +1,72,453 | 227 | 57·99 |
| 1909 . | 2,348·63 | 33,91,49,381 | 2,87,72,437 | 1,31,43,676 | 3·88 | 1,16,99,565 | 2,88,982 | +11,54,129 | 236 | 54·33 |
| 1910 . | 2,395·39 | 34,75,04,066 | 3,08,52,867 | 1,50,32,327 | 4·33 | 1,20,04,393 | 6,06,023 | +24,21,911 | 248 | 51·28 |
| 1911 . | 2,468·92 | 35,59,06,842 | 3,39,70,044 | 1,68,21,823 | 4·73 | 1,22,61,582 | 9,38,416 | +36,21,855 | 262 | 50·48 |
| 1912 . | 2,489·92 | 36,36,14,944 | 4,02,62,849 | 2,18,48,526 | 6·01 | 1,24,78,206 | 19,91,432 | +73,78,888 | 311 | 45·74 |
| 1st qr. of 1913 | 2,489·92 | 36,86,24,074 | 1,15,26,259 | 59,47,752 | 1·61 | 31,56,237 | ... | +27,91,515 | 356 | 48·40 |
| 1913-14 | 2,578·32 | 38,74,52,167 | 4,20,59,348 | 2,15,05,714 | 5·55 | 1,35,53,825 | 5,67,500 | +73,84,389 | 303 | 48·87 |

NOTE.—The percentage of net earnings is calculated on the total actual capital outlay and not on the *assumed* capital outlay on the basis of which the surplus profits are divided.

**1 (*b*) Gondia-Chanda Extension, Bengal-Nagpur railway** (2′ 6″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Gondia to Nagbhir | 10-11-08 | 80·67 | | |
| Nagbhir, *viâ* Itwari, to Motibagh | 10-11-08 | 65·47 | | |
| Line at Itwari | 15-3-11 | 0·90 | | |
| Nagbhir to Rajoli | 1-12-10 | 1·49 | | |
| Rajoli to Babupeth | 1-4-13 | 31·66 | | |
| | | 35·87 | | |
| Total open mileage | ... | ... | 216·06 | |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Babupeth to Chanda (sanctioned on 26th August 1904) | ... | 2·26 | | |
| | | | 2·26 | |
| Grand total | ... | ... | ... | 218·32 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$ **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

**1 (*b*) Gondia-Chanda Extension, Bengal-Nagpur railway** (2′ 6″ gauge)—*concld.*

**Details of construction—**

*Permanent-way.*—The line is laid with 40-lb. flat-footed steel rails on sâl sleepers.
*Ballast.*—The line is ballasted with stone and moorum.
*Fencing.*—The line is not fenced.
*Curves.*—The sharpest curve is of 955 feet radius.
*Gradients.*—The ruling gradient is 1 in 100.

**Contracts—**

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

**Statistics of working—**

Included under 1 (*c*), Jubbulpore-Gondia Extension (2′ 6″ gauge).

**1 (*c*) Jubbulpore-Gondia Extension, Bengal-Nagpur railway** (2′ 6″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| Nainpur to Gondia | 18-4-03 | 73·73 | | |
| Nainpur to Jubbulpore. | 5-7-04 to 7-4-05 | 67·32 | | |
| *Branches—* | 15-9-05 | | 141·05 | |
| Nainpur to Garha Mandla | 15-3-09 | 26·40 | | |
| Nainpur to Seoni | 12-2-04 | 47·10 | | |
| Seoni to Chhindwara | 27-7-04 to 1-9-04 | 40·18 | | |
| Chhindwara to Khirsadoh | 15-3-06 | 16·13 | | |
| Khirsadoh to Barkuhi | 21-3-07 | 5·60 | | |
| Balaghat to Katangi | 1-5-13 | 28·93 | | |
| Ram Rama Branch | 1-11-13 | 5 58 | | |
| | | | 169·92 | |
| Total open mileage | ... | ... | ... | 310·97 |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Khirsadoh to Sirgora (sanctioned on 24th June 1904) | ... | 8·43 | | |
| | | | 8·43 | |
| | | | | 8·43 |
| Grand total | ... | ... | ... | 319·40 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 41-lb. flat-footed steel rails on sâl sleepers.
*Ballast.*—The line is ballasted with stone, except between Seoni and Chhindwara where good black ballast has been used. Between Chhindwara and Barkuhi the ballast consists mainly of moorum.
*Fencing.*—Only important station yards are fenced.
*Curves.*—The sharpest curve is of 409 feet radius.
*Gradients.*—The ruling gradient is 1 in 80, except between Khirsadoh and Barkuhi where it is 1 in 60.

**Contracts—**

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

**Statistics of working—**

| Table I. | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Includes the Gondia-Chanda and Nagpur-Chhindwara Extensions. | | | | | | | |
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1903 . | 76·95 | 85,92,012 | 45,397 | 20,527 | 0·24 | 16 | 54·69 |
| 1904 . | 213·77 | 1,05,77,313 | 2,41,318 | 64,295 | 0·61 | 29 | 73·36 |
| 1905 . | 228·77 | 1,24,34,733 | 5,09,764 | 1,27,468 | 1·02 | 44 | 74·99 |
| 1906 . | 245·05 | 1,45,32,197 | 7,59,695 | 2,44,105 | 1·68 | 60 | 67·88 |
| 1907 . | 250 10 | 1,89,72,323 | 10,02,418 | 3,65,276 | 1·93 | 77 | 63·56 |
| 1908 . | 397·67 | 2,86,27,804 | 10,91,600 | 3,05,552 | 1·29 | 53 | 72·01 |
| 1909 . | 428·46 | 2,61,54,689 | 11,86,745 | 1,67,544 | 0·64 | 53 | 85·88 |
| 1910 . | 458·57 | 2,78,45,635 | 14,02,244 | 2,90,059 | 1·04 | 59 | 79·31 |
| 1911 . | 507·59 | 3,21,83,455 | 15,64,717 | 3,59,177 | 1·12 | 59 | 77·05 |
| 1912 . | 508·66 | 3,47,04,985 | 18,00,931 | 5,19,768 | 1·50 | 68 | 71·14 |
| 1st qr. of 1913. | 508·66 | 3,53,01,590 | 6,11,057 | 2,21,399 | 0·63 | 92 | 63·77 |
| 1913-14 . | 624·63 | 3,73,01,570 | 23,21,318 | 6,11,012 | 1·64 | 71 | 73·68 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads } (a) \text{ to } (h)}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

**1 (*d*) Mourbhanj railway (2′ 6″ gauge)—**

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Rupsa to Baripada station . . . . . | 20-1-05 | 32·41 | 32·41 |

**Details of construction—**

*Permanent-way.*—The line is laid with 31-lb. flat-footed steel rails on sál sleepers.

*Ballast.*—The line is ballasted with screened laterite, gravel and broken laterite.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 955 feet radius.

*Gradients.*—The ruling gradient is 1 in 100.

**Agreement—**

Without date, *between the Maharaja of Mourbhanj and the Bengal-Nagpur Railway Company*, as to management, maintenance and working approved in Railway Board's letter No. 223-R.T. of the 10th March 1905.

**Main provisions of agreement—**

(i) *Land.*—Provided by the Mourbhanj State at the cost of capital.

(ii) *Government aid.*—The railway was constructed by the Mourbhanj State, whose property it is, and is managed, maintained, stocked and worked by the Bengal-Nagpur Railway Company as if it were part of the Company's undertaking.

(iii) *Terms of working.*— } The total amount of actual working expenses of the line, including
(iv) *Distribution of profits.*— } cost of maintenance, is deducted by the Company from the gross receipts and the balance is paid to the Maharaja of Mourbhanj at the end of each year.

(v) *Rates and fares.*—Controlled by the Company.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores— } None specified.
(*b*) Government bullion and coin and the persons in charge thereof— }

(vii) *Power of the Maharaja to determine agreement.*— } The agreement is terminable on 31st December
(viii) *Power of the Company to surrender agreement.*— } of any year on three months' previous notice given by either party to the other.

(ix) *Term of agreement* [*if not determined under* (vii) *or* (viii)].—Not specified.

**Statistics of working—**

| Table I. | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1905 . . . . | 32·41 | 6,29,160 | 31,494 | 9,444 | 1·50 | 20 | 70·01 |
| 1906 . . . . | 32·41 | 6,76,547 | 44,825 | 21,888 | 3·22 | 27 | 51·17 |
| 1907 . . . . | 32·41 | 7,12,765 | 43,832 | 21,567 | 3·03 | 26 | 50·46 |
| 1908 . . . . | 32·41 | 7,18,970 | 50,791 | 28,633 | 3·98 | 30 | 43·62 |
| 1909 . . . . | 32·41 | 7,19,675 | 55,490 | 24,269 | 3·37 | 33 | 56·26 |
| 1910 . . . . | 32·41 | 7,19,785 | 53,333 | 25,256 | 3·51 | 35 | 56·70 |
| 1911 . . . . | 32·41 | | | | | | |
| 1912 . . . . | 32·41 | 7,20,259 | 62,154 | 33,480 | 4·65 | 37 | 46·13 |
| 1st qr. of 1913 . . | 32·41 | 7,20,259 | 51,390 | 22,906 | 3·18 | 30 | 55·43 |
| 1913-14 . . . | 32·41 | 7,20,259 | 17,566 | 9,985 | 1·39 | 43 | 43·15 |
| | | 7,23,469 | 66,942 | 37,274 | 5·15 | 40 | 44·32 |

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*contd.***

**1 (*e*) Nagpur-Chhindwara Extension, Bengal-Nagpur railway** (2′ 6″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line*— | | | | |
| Itwari to Lodhikhera | 1-1-11 | 38·88 | | |
| Lodhikhera to Sausar | 10-5-11 | 7·40 | | |
| Sausar to Chhindwara | 20-10-13 | 42·58 | | |
| | | | 88·86 | |
| *Branches*— | | | | |
| Saoner to Khapa | 1-1-11 | 4·66 | | |
| | | | 4·66 | |
| Katchidhana branch | 20-10-13 | 4·08 | | |
| | | | 4·08 | |
| Total | ... | ... | ... | 97·60 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 41-lb. flat-footed steel rails on sâl sleepers.

*Ballast.*—Cuttings are fully ballasted and banks are being moorumed throughout.

*Fencing.*—The line is not fenced.

*Curves.*—The sharpest curve is of 636·6 feet radius.

*Gradients.*—The ruling gradient is 1 in 80.

**Contracts—**

This line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

**Statistics of working—**

Included under 1 (*c*), Jubbulpore-Gondia Extension (2′ 6″ gauge).

**1 (*f*) Parlakimedi Light railway** (2′ 6″ gauge)—

On the 20th May 1901 the Indian Railways Act, 1890 (IX of 1890), except section 135, was applied to the line. The working of this railway was taken over by the Bengal-Nagpur Railway Company from the 1st January 1902.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Naupada to Parlakimedi | 1-4-00 | 24·62 | 24·62 |

**Details of construction—**

*Permanent-way.*—The line is laid with 31-lb. flat-footed steel rails on transverse wooden sleepers.

*Ballast.*—The line is ballasted throughout with laterite, gravel and stone.

*Fencing.*—Short lengths of fencing have been provided in a few places where the railway runs in cuttings alongside the road.

*Curves.*—There are no curves of less than 1,000 feet radius.

*Gradients.*—The ruling gradient is 1 in 100.

**Agreement—**

Dated the 24th January 1905, *between the Raja of Parlakimedi and the Bengal-Nagpur Railway Company*, as to management, maintenance and working.

**Main provisions of agreement—**

(i) *Land.*—Provided by the Raja of Parlakimedi at the cost of capital.

(ii) *Government aid.*—The railway was constructed by the Raja of Parlakimedi, whose property it is, and is managed, maintained, stocked and worked by the Bengal-Nagpur Railway Company as if it were part of the Company's undertaking.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The total amount of actual working expenses of the line, including cost of maintenance, is deducted by the Company from the gross receipts, and the balance is paid to the Raja of Parlakimedi.

(v) *Rates and fares.*—Controlled by the Company.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1.}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM**—*contd.*

## 1 (*f*) Parlakimedi Light railway (2′ 6″ gauge)—*concld.*

**Main provisions of agreement**—*concld.*

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } None specified.

(vii) *Power of the Raja to determine agreement.*— }
(viii) *Power of the Company to surrender agreement.*— } The agreement is terminable on 31st December of any year on three months' previous notice given by either party to the other.

(ix) *Term of agreement* [*if not determined under* (vii) *or* (viii)].—None specified.

**Statistics of working**—

| Year. | Table I. Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Table II. Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1902 | 24·62 | 7,10,974 | 17,425 | —14,812 | ... | 14 | 185·00 |
| 1903 | 24·62 | 7,10,974 | 16,633 | —9,267 | ... | 13 | 155·71 |
| 1904 | 24·62 | 7,10,974 | 20,675 | —1,301 | ... | 16 | 106·29 |
| 1905 | 24·62 | 7,12,466 | 27,181 | 4,479 | 0·63 | 21 | 83·82 |
| 1906 | 24·62 | 7,12,466 | 21,494 | —2,702 | ... | 17 | 145·14 |
| 1907 | 24·62 | 7,12,602 | 25,440 | —5,877 | ... | 20 | 123·10 |
| 1908 | 24·62 | 7,13,374 | 26,385 | 837 | 0·12 | 21 | 96·82 |
| 1909 | 24·62 | 7,16,528 | 25,830 | 6,961 | 0·97 | 20 | 73·05 |
| 1910 | 24·62 | 7,23,090 | 27,134 | 8,277 | 1·14 | 21 | 69·50 |
| 1911 | 24·62 | 7,36,061 | 33,186 | 10,374 | 1·41 | 26 | 68·74 |
| 1912 | 24·62 | 7,43,584 | 39,954 | 11,798 | 1·59 | 31 | 70·50 |
| 1st qr. of 1913 | 24·62 | 7,58,792 | 15,113 | 8,858 | 1·18 | 47 | 41·89 |
| 1913-14 | 24·62 | 7,54,914 | 50,679 | 18,288 | 2·42 | 40 | 63·91 |

## 1 (*g*) Purulia-Ranchi branch, Bengal-Nagpur railway (2′ 6″ gauge)—

**Progress in opening**—

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Purulia to Ranchi | 15-11-07 | 72·68 | |
| Ranchi to Lohardaga | 6-10-13 | 42·61 | |
| Total | ... | ... | 115·29 |

**Details of construction**—

*Permanent-way.*—The line is laid with 40-lb. flat-footed steel rails on transverse wooden sleepers.
*Ballast.*—The line is ballasted with stone and gravel.
*Fencing.*—Only the important level crossings have posts and chains padlocked.
*Curves.*—The sharpest curve is of 955 feet radius.
*Gradients.*—The ruling gradient is 1 in 80.

**Contracts**—

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

**Statistics of working**—

| Year. | Table I. Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Table II. Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1907 | 72·45 | 34,48,245 | 54,108 | 43,404 | 1·26 | 114 | 19·78 |
| 1908 | 72·68 | 41,71,748 | 3,43,434 | 2,23,979 | 5·37 | 91 | 33·81 |
| 1909 | 72·68 | 47,56,235 | 3,38,520 | 1,86,980 | 3·93 | 90 | 44·78 |
| 1910 | 72·69 | 48,51,707 | 3,62,940 | 1,88,155 | 3·88 | 96 | 48·14 |
| 1911 | 72·68 | 53,71,766 | 3,62,864 | 1,95,681 | 3·64 | 96 | 46·07 |
| 1912 | 72·68 | 60,08,137 | 4,69,592 | 2,79,732 | 4·66 | 124 | 40·43 |
| 1st qr. of 1913 | 72·68 | 62,20,959 | 1,21,837 | 77,271 | 1·24 | 129 | 36·58 |
| 1913-14 | 115·29 | 67,92,813 | 5,06,262 | 2,86,943 | 4·21 | 84 | 43·50 |

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 1}}{\text{Sub-heads (a) to (h)}}$. **BENGAL-NAGPUR RAILWAY SYSTEM—*concld.***

## 1 (*h*) Raipur-Dhamtari branch, Bengal-Nagpur railway (2′ 6″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| Raipur to Kurud | 10-9-00 | 31·50 | | |
| Kurud to Dhamtari | 17-12-00 | 14·04 | | |
| | | | 45·54 | |
| *Branch—* | | | | |
| Abhanpur to Rajim | 15-10-00 | 11·40 | | |
| | | | 11·40 | |
| Total | ... | ... | ... | 56·94 |

**Details of construction—**

*Permanent-way.*—The line is laid with 31-lb. flat-footed steel rails on sâl sleepers.

*Ballast.*—Moorum or sand and stone in a few cuttings.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 409 feet radius, at Raipur station.

*Gradients.*—The ruling gradient of the line is 1 in 200.

**Contracts—**

The line forms an integral part of the Bengal-Nagpur railway and is worked under the contracts noted under 1 (*a*), Bengal-Nagpur railway (5′ 6″ gauge).

**Statistics of working (Those for the periods prior to 1903 will be found in Appendix 38 to the Report for 1907.)—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1903 | 56·24 | 13,96,065 | 75,187 | 25,288 | 1·81 | 26 | 66·37 |
| 1904 | 56·24 | 13,96,065 | 1,03,537 | 48,417 | 3·47 | 35 | 53·24 |
| 1905 | 56·24 | 13,96,077 | 1,07,418 | 46,382 | 3·32 | 37 | 56·62 |
| 1906 | 56·94 | 14,19,283 | 1,16,088 | 57,608 | 4·06 | 39 | 50·38 |
| 1907 | 56·94 | 14,18,139 | 1,16,696 | 58,828 | 4·15 | 39 | 49·59 |
| 1908 | 56·94 | 14,18,139 | 1,16,387 | 45,966 | 3·24 | 39 | 60·51 |
| 1909 | 56·94 | 14,20,126 | 1,16,202 | 41,337 | 2·91 | 39 | 64·43 |
| 1910 | 56·94 | 14,20,126 | 1,22,475 | 53,083 | 3·74 | 41 | 56·66 |
| 1911 | 56·94 | 14,22,020 | 1,48,003 | 65,135 | 4·58 | 50 | 55·99 |
| 1912 | 56·94 | 14,79 387 | 1,75,687 | 81,031 | 5·48 | 59 | 53·88 |
| 1st qr. of 1913 | 56·94 | 14,84,100 | 55,565 | 29,533 | 1·99 | 75 | 46·85 |
| 1913-14 | 56·94 | 14,83,688 | 1,96,572 | 1,11,930 | 7·54 | 66 | 43·06 |

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

## Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—

*Chairman.*—Colonel Sir W. S. S. Bisset, K.C.I.E.
*Secretary.*—C. A. R. Crommelin, Esq.
*Offices.*—Gloucester House, 110, Bishopsgate, London, E.C.
*Date of registration of the former company.*—1855.

The property vested in the former Bombay, Baroda and Central India Guaranteed Railway Company was purchased by the Secretary of State on the 31st December 1905, from which date all the contracts then subsisting between the Secretary of State and that Company were determined, the Company was re-constituted and the railway was worked temporarily under the terms of the provisional contract, dated the 27th December 1905, pending the execution of the new contract, dated the 8th April 1907, as from the 1st January 1906. The purchase price was fixed at the sum of £11,685,581, and the Secretary of State agreed to create and issue to the Company, on the 31st December 1905, India 3 per cent stock to the amount of £10,089,146 in satisfaction of £9,685,581, part of the purchase price, the Company raising a new stock capital of £2,000,000 being the unpaid balance of the purchase money of £11,685,581.

**Lines comprised in the system.**—The Bombay, Baroda and Central India railway system is made up of—

| | Open line. | Under construction or sanctioned for construction. | Total. |
|---|---|---|---|
| | Miles. | Miles. | Miles. |
| (*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge) | 996·23 | ... | 996·23 |
| (*b*) Nagda-Ujjain railway (5′ 6″ gauge) | 34·32 | ... | 34·32 |
| (*c*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge) | 21·50 | ... | 21·50 |
| (*d*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge) | 12·30 | ... | 12·30 |
| (*e*) Tapti Valley railway (5′ 6″ gauge) | 155·48 | ... | 155·48 |
| (*f*) Bombay, Baroda and Central India railway (3′ 3¾″ gauge) | 1,815·64 | ... | 1,815·64 |
| (*g*) Ahmedabad-Dholka railway (3′ 3¾″ gauge) | 33·54 | ... | 33·54 |
| (*h*) Ahmedabad-Parantij railway (3′ 3¾″ gauge) | 88·70 | ... | 88·70 |
| (*i*) Gaekwar's Mehsana railway (3′ 3¾″ gauge) | 138·00 | 70·13 | 208·13 |
| (*j*) Jaipur railway (3′ 3¾″ gauge) | 72·84 | 36·00 | 108·84 |
| (*k*) Palanpur-Deesa railway (3′ 3¾″ gauge) | 17·28 | ... | 17·28 |
| (*l*) Vijapur-Kalol-Kadi railway (3′ 3¾″ gauge) | 46·11 | ... | 46·11 |
| (*m*) Gaekwar's Dabhoi railway (2′ 6″ gauge) | 141·98 | 39·73 | 181·71 |
| (*n*) Kosamba-Zankhvav railway (2′ 6″ gauge) | 26·12 | 22·57 | 48·69 |
| (*o*) Rajpipla railway (2′ 6″ gauge) | 37·37 | ... | 37·37 |
| (*p*) Billimora-Kalamba railway (2′ 6″ gauge) | ... | 35·00 | 35·00 |
| (*q*) Broach-Jambusar branch railway (2′ 6″ gauge) | ... | 29·78 | 29·78 |
| (*r*) Petlad-Vaso railway (2′ 6″ gauge) | ... | 15·50 | 15·50 |
| Total | 3,637·41 | 248·71 | 3,886·12 |

**Running powers—**

*Home line over foreign lines :—*

| | |
|---|---|
| Dádár Junction to Carnac bridge, Great Indian Peninsula railway (for goods trains only) | 4·39 |
| Muttra-Delhi section of the Agra-Delhi Chord railway (for passenger and goods trains) | 89·59 |
| Total | 93·98 |

*Foreign line over home line :—*

| | |
|---|---|
| East Indian railway, Agra East Bank to Agra Fort (for passenger trains only) | 1·00 |
| Great Indian Peninsula railway at Ujjain (for passenger and goods trains) | 0·24 |
| " " " Dádár Junction to Colába (for goods trains only) | 7·25 |
| " " " at Agra (for passenger and goods trains) | 2·89 |
| Total | 11·38 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2 (*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge)—**

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| Colába to Marine lines | 18-1-70 | 2·00 | | |
| Marine lines to Charni Road | 19-6-69 | 0·75 | | |
| Charni Road to Grant Road | 13-2-68 | 0·76 | | |
| Grant Road to Bulsár | 23-11-64 | 121·00 | | |
| Bulsár to Navsári | 2-9-61 | 24·25 | | |
| Navsári to Sachin | 20-5-61 | 9·25 | | |
| Sachin to Surat | 18-3-61 | 9·00 | | |
| Surat to Amroli | 19-11-60 | 2·25 | | |
| Amroli to Anklesvar | 10-2-60 | 28·75 | | |
| Anklesvar to the Nerbudda | 5-12-60 | 5·50 | | |
| Nerbudda to Broach | 22-6-60 | | | |
| Broach to Baroda | 9-1-61 | 43·75 | | |
| Baroda to Dholia | 22-4-61 | 11·25 | | |
| Dholia to Mehmadabad and Kaira Road | 3-9-62 | 33·25 | | |
| Mehmadabad and Kaira Road to Ahmedabad | 21-1-63 | 17·89 | | |
| Ahmedabad to Sábarmati | 1-1-70 | 3·75 | | |
| Sábarmati to Sánand | 24-5-71 | 13·75 | | |
| Sánand to Viramgám | 30-11-71 | 22·98 | | |
| | | | 350·13 | |
| *Branches and sections—* | | | | |
| *Godhra branch—* | | | | |
| Ánand to Dákor | 8-4-74 | 16·75 | | |
| Dákor to Rukhyal | 6-1-75 | 1·75 | | |
| Rukhyal to Hungari | 6-12-76 | 9·00 | | |
| Hungari to Sevalia | 29-1-77 | 4·71 | | |
| Sevalia to Godhra | 26-2-82 | 17·00 | | |
| | | | 49·21 | |
| *Pátri branch—* | | | | |
| Khárághoda to Viramgám | 12-5-73 | 22·12 | | |
| | | | 22·12 | |
| *Godhra-Baroda chord—* | | | | |
| Baroda to Godhra | 23-12-03 | 43·67 | | |
| | | | 43·67 | |
| *Godhra Rutlam-Nagda section—* | | | | |
| Godhra to Limkhera | 16-1-93 | 25·09 | | |
| Limkhera to Dohad | 7-3-94 | 19·55 | | |
| Dohad to Rutlam | 22-10-94 | 70·46 | | |
| Rutlam to Nagda | 11-5-96 | 26·04 | | |
| | | | 141·14 | |
| *Nagda-Muttra section—* | | | | |
| Nágdá to Morak | 15-7-07 | 101·51 | | |
| Morak to Kotah City | 26-2-08 | 35·12 | | |
| Kotah City to Kotah Junction | 1-5-09 | 3·48 | | |
| Kotah Junction to Siwai Mádhopur | 1-5-09 | 67·38 | | |
| Siwai Mádhopur to Gangapur City | 1-6-09 | 39·00 | | |
| Gangapur City to Hindaun City | 1-10-09 | 26·84 | | |
| Hindaun City to Muttra Junction | 15-6-09 | 66·02 | | |
| | | | 339·23 | |
| *Agra branch—* | | | | |
| Bayana to Agra | 1-12-13 | 50·61 | | |
| | | | 50·61 | |
| | | | | |
| TOTAL | ... | ... | ... | 996·23 |
| DOUBLE LINE— | | | | |
| Colába to Marine lines | 18-1-70 | 2·00 | | |
| Marine lines to Charni Road | 19-6-69 | 0·75 | | |
| Charni Road to Grant Road | 13-2-68 | 0·76 | | |
| Grant Road to Máhim | 20-7-65 | 5·44 | | |
| Máhim to Bándra | 23-2-66 | 1·07 | | |
| Bándra to Santa Cruz | 23-5-66 | 1·83 | | |
| Santa Cruz to Andheri | 29-8-67 | 2·71 | | |
| Andheri to Bháyndar | 27-4-85 | 13·33 | | |
| Bháyndar to Virár | 1-10-85 | 10·34 | | |
| Virár to Pálghar | 1-12-97 | 19·28 | | |
| Pálghar to Dáhánu Road | 17-1-98 | 20·37 | | |
| Dáhánu Road to Gholvad | 20-4-00 | 7·00 | | |
| Gholvad to Daman Road | 18-10-00 | 23·19 | | |
| Daman Road to Bulsár | 29-1-02 | 16·44 | | |
| Bulsár to Sachin | 21-4-02 | 33·50 | | |
| Sachin to Kankra Khari | 4-7-87 | 6·30 | | |
| Kankra Khari to Surat | 5-6-68 | 2·70 | | |
| Surat to Utran | 9-10-67 | 2·15 | | |
| Utran to Sáyan | 25-5-98 | 6·40 | | |
| Sáyan to Kim | 1-10-98 | 6·30 | | |
| Kim to Anklesvar | 11-12-99 | 16·15 | | |
| Anklesvar to Nerbudda bridge | 7-2-13 | 4·17 | | |
| Broach to Miyágám | 15-10-99 | 25·25 | | |
| Miyágám to Itola | 15-9-97 | 7·75 | | |
| Itola to Baroda | 7-6-95 | 10·75 | | |
| Bárejadi to Ahmedabad | 2-6-27 | 10·14 | | |
| Total double line | ... | ... | 256·07 | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2 (*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge)—*contd.***

**Details of construction—**

*Permanent-way.*—The main line is laid with 69-lb. double-headed, 82-lb. bull-headed and 90-lb. flat-footed steel rails on creosoted pine, Australian and oval pot sleepers.

The branches are laid mostly with 69-lb. double-headed and 48-lb., 50-lb. and 75-lb. flat-footed steel rails on oval pot and wooden sleepers. The Godhra-Rutlam-Nagda section is laid with 75-lb. flat-footed steel rails on transverse steel, deodar, creosoted pine sleepers and cast iron pots and the Nagda-Muttra section, with 87-lb. and 90-lb. flat-footed steel rails on sál, deodar, Australian wood sleepers and cast iron pots north of Nagda.

*Ballast.*—The line is mostly ballasted with broken stone, gravel and shingle.

*Fencing.*—Excepting the Pátri branch the line is fenced throughout. One hundred and thirty-seven miles of the Godhra-Rutlam-Nagda section and only the station yards on the rest of the line, are fenced. On the Nagda-Muttra section most of the station yards only are fenced.

*Curves.*—The sharpest curve on the main line and on the Godhra branch is of 1,500 feet radius, on the Pátri branch of 2,865 feet radius, on the Godhra-Baroda chord of 1,910 feet radius, on the Godhra-Rutlam-Nagda section of 1,000 feet radius and on the Nagda-Muttra section of 1,275 feet radius.

*Gradients.*—The ruling gradient on the greater part of the main line is 1 in 500, but there are short lengths of 1 in 200 at the approaches to major bridges. On the Godhra branch the ruling grade is 1 in 200, except for a short length at the Mahi low level bridge where it is 1 in 80; on the Pátri branch and the Godhra-Baroda chord it is 1 in 300, except for short lengths of 1 in 200 on the latter. The ruling gradient on the Nagda-Muttra section is 1 in 200, as also on the Godhra-Rutlam-Nagda section with short lengths of 1 in 100 and from 1 in 101 to 1 in 150 between Godhra and Jekot.

**Contracts—**

Dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 15th October 1908 (called the Debenture contract, supplemental to the contract of 1907), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the issue of debentures or debenture stock of the Company.

Dated the 24th October 1913 (supplemental to the contracts of 1907 and 1908), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, for continuing with further modifications, with effect from the 1st January 1912, the principal contract of the 8th April 1907.

**Main provisions of contracts—**

(i) *Land.*—Was provided by the Government free of cost to the former Company. After the 31st December 1905, the cost of land provided by the Government is debited to the appropriate capital account.

(ii) *Government aid.*—The Government guarantee to pay to the Company interest at the rate of 3 per cent per annum on its stock capital of £ 2,000,000 raised in satisfaction of the unpaid balance of the purchase money of £11,685,581, also on the amount which shall for the time being have been paid to the credit of the Secretary of State in respect of any further ordinary stock which the Company may issue with his sanction.

Capital required for the purposes of the undertaking after 31st December 1911 shall, at the option of the Secretary of State, either be advanced by him (in which case he shall be at liberty to call on the Company subsequently to raise money for its repayment), or be provided by the Company by the issue, as the Secretary of State shall decide, of further ordinary stock, or of debentures or debenture stock.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } From the half-yearly gross earnings of the undertaking are deducted the working expenses of the undertaking and all other charges to Revenue account properly attributable to each half-year, the remainder, together with the interest to be credited by the Secretary of State in respect of any balance of unexpended capital in his hands under clause 19 of the contract of the 24th October 1913, being the net receipts.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2 (*a*) Bombay, Baroda and Central India railway (5′ 6″ gauge)—*concld.***

**Main provisions of contracts—*concld.***

The net receipts of the undertaking for each half-year, after deducting payments of net earnings to subsidiary lines, allowances for rebate, direction and other deductions are applied in repayment of interest for the half-year on any debentures or debenture stock of the Company and in payment to the Secretary of State and the Company of interest at 4 per cent per annum on the Secretary of State's preferred capital and on the average amount to the credit of the Company's Capital Account. Next in making good any deficiency in the net receipts of the first half-year of any year as compared to the payment chargeable thereon and mentioned above. The surplus of the two half-years of any year is next applied in payment of interest for the year at 4 per cent on the deferred capital of the Secretary of State and the balance if any remaining is divided between the Secretary of State and the Company in proportion to the average amounts standing to the credit of the Secretary of State and the Company respectively in the Government Capital Account and the Company's Capital Account, including in the Secretary of State's Capital both his preferred and deferred capital. The interest payable by the Secretary of State under the guarantee of 3 per cent is to be deducted from the interest at 4 per cent per annum payable to the Company on the average amount to the credit of the Company's capital account.

(v) *Rates and fares.*—The Government will from time to time authorize maxima and minima rates, and prescribe the several classes and descriptions of passengers and goods to which such rates shall be respectively applicable, as well as the extent to which, within the authorized maxima and minima, the Company may vary the said rates. The Railway Board may at any time require the Company to quote such rates over the undertaking for both passengers and goods to and from the western ports between Karachi and Bombay, inclusive, including a rate from stations of origin and delivery where the route is either entirely or only partly over the undertaking, so as to secure equal treatment of such ports.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, high Government officials and Government stores.—To be conveyed on the same general conditions, and at rates to be approved by the Government not being less than those in force on State railways of the same gauge.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be carried at special rates to be approved by the Government.

(vii) *Power of the Government to determine contract.*—Contract may be determined by Government on the 31st December 1941, or on the 31st December of any succeeding fifth year, by giving to the Company in England, 12 calendar months' previous notice.

(viii) *Power of the Company to surrender contract*—Nil.

(ix) *Term of contract* [*if not determined under* (vii) *and* (viii)].—30 years.

**Statistics of working. (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—**

INCLUDES THE GODHRA-RUTLAM-NAGDA AND NAGDA-MUTTRA SECTIONS *from* 1912.

| | TABLE I. | | | | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay including suspense to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Company's share of surplus profits (based on terms of contract) *attributable to each year.* | Gain or loss to the State *pertaining to each year.* | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. * | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | |
| 1906 | 504·35 | 12,63,16,478 | 1,99,81,754 | 1,05,39,688 | 8·34 | 72,58,353 | 3,95,833 | +28,85,502 | 800 | 47·27 |
| 1907 | 504·35 | 12,96,92,431 | 2,10,78,442 | 1,18,80,851 | 9·16 | 71,96,558 | 4,52,599 | +42,29,694 | 852 | 43·48 |
| 1908 | 504·35 | 13,48,94,409 | 2,04,49,999 | 97,63,713 | 7·24 | 72,93,726 | 1,50,000 | +23,19,987 | 780 | 52·25 |
| 1909 | 504·35 | 14,18,69,493 | 2,21,36,727 | 1,17,56,514 | 8·29 | 75,19,553 | 1,52,517 | +40,84,445 | 844 | 46·89 |
| 1910 | 504.35 | 14,32,24,042 | 2,40,62,075 | 1,24,94,573 | 8·72 | 77,49,590 | 4,30,787 | +43,14,196 | 917 | 48·07 |
| 1911 | 504·35 | 14,92,98,743 | 2,47,34,178 | 1,23,48,704 | 8·27 | 78,64,423 | 4,42,388 | +40,41,888 | 943 | 50·07 |
| 1912 | 945·85 | 21,95,74,123 | 3,27,92,584 | 1,61,93,680 | 7·38 | 99,59,957 | 6,58,709 | +55,75,014 | 657 | 50·62 |
| 1st qr. of 1913. | 945·85 | * 22,35,94,288 | 88,37,064 | 46,83,922 | 2·09 | 25,74,807 | 2,22,340 | +18,76,775 | 719 | 47·00 |
| 1913-14. | 996·23 | 28,56,10,283 | 3,60,65,469 | 1,83,83,393 | 7·80 | 1,10,96,206 | 5,41,271 | +67,45,914 | 721 | 49·08 |

NOTE.—The percentage of net earnings is calculated on the total actual capital outlay and not on the *assumed* capital outlay on the basis of which the surplus profits are divided.

* Includes State outlay on Pátri branch, *viz.*, Rs. 8,08,405.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2 (*b*) Nagda-Ujjain railway (5′ 6″ gauge)—**

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Nágdá to Ujjain . . . . . | 15-7-06 | 34·32 | 34·32 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 75-lb. flat-footed steel rails on cast iron oval pot sleepers.

*Ballast.*—The line is ballasted with broken stone.

*Fencing.*—Only station yards are fenced.

*Curves.*—The sharpest curve is of 1,910 feet radius.

*Gradients.*—The ruling gradient is 1 in 200.

**Agreement and contracts—**

Agreement, without date, having effect from the 15th July 1896, *between His Highness the Maharaja Scindia of Gwalior and the Bombay, Baroda and Central India Railway Company*, as to management, maintenance and working.

Contract, dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the revising, and extending up to the 31st December 1905, of the arrangements for working the Rajputana-Malwa railway and other lines.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

**Main provisions of agreement and contracts—**

(i) *Land.*—Provided free of cost by the Gwalior Durbar.

(ii) *Government aid.*—The line is the property of the Gwalior Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The Nágdá-Ujjain railway is debited with a share of the working expenses of the Company's railway system in proportion to the total earnings of the Nágdá-Ujjain railway in each half-year, and the balance in favour of or against the Gwalior Durbar is paid over to, or by it, as the case may be.

(v) *Rates and fares.*—To conform generally to those in force on the Godhra-Rutlam-Nagda railway, unless otherwise specially agreed between the Durbar and the Company.

(vi) *Special obligations as to the conveyance of*—

(*a*) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways. (The agreement does not contain any provision for the carriage at special rates of troops, high Government officials and Government stores.)

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } The agreement may be terminated at any time on one year's notice from either party, expiring on the 30th June or 31st December in any year.

(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—Not specified.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

### 2 (*b*) Nagda-Ujjain railway (5′ 6″ gauge)—*concld.*

**Statistics of working. (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| Year. | Table I. Mileage open at end of each year. | Table I. Total capital outlay, including suspense to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction. | Table I. Gross earnings. | Table I. Net earnings. | Table I. Percentage of net earnings on total capital outlay given in column (3). | Table II. Earnings per mile per week. | Table II. Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 34·32 | 22,41,231 | 1,23,654 | 66,441 | 2·96 | 69 | 46·27 |
| 1905 | 34·32 | 22,40,441 | 1,71,435 | 99,907 | 4·46 | 96 | 41·72 |
| 1906 | 34·32 | 22,40,441 | 1,71,491 | 91,060 | 4·06 | 96 | 46·90 |
| 1907 | 34·32 | 22,40,441 | 1,99,985 | 1,06,620 | 4·76 | 112 | 46·69 |
| 1908 | 34·32 | 22,40,441 | 1,95,491 | 88,228 | 3·71 | 109 | 57·43 |
| 1909 | 34·32 | 22,40,441 | 2 50,437 | 1,21,895 | 5·44 | 140 | 51·38 |
| 1910 | 34·32 | 22,40,600 | 2,59,630 | 1,34,098 | 5·98 | 146 | 48·36 |
| 1911 | 34·32 | 22,40,600 | 2,89,814 | 1,43,929 | 6·42 | 162 | 50·34 |
| 1912 | 34·32 | 22,40,600 | 3,21,181 | 1,61,598 | 7·35 | 180 | 48·75 |
| 1st qr. of 1913 | 34·32 | 22,40,600 | 75,347 | 41,074 | 1·88 | 169 | 45·49 |
| 1913-14 | 34·32 | 22,42,194 | 3,26,870 | 1,65,627 | 7·39 | 183 | 49·33 |

### 2 (*c*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Ánand to Petlád | 5-5-90 | 13·17 | |
| Petlád to Tarapur | 20-6-01 | 8·33 | |
| TOTAL | | ... | 21·50 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 66½-lb. flat-footed steel rails on steel sleepers from Ánand to Petlád and on creosoted pine sleepers from Petlád to Tarapur.

*Ballast.*—The line is ballasted with gravel.

*Fencing.*—Thirteen miles, between Ánand and Petlád, are fenced. The rest of the line is unfenced, except in station yards.

*Curves.*—The sharpest curve is of 1,433 feet radius.

*Gradients.*—The ruling gradient is 1 in 200.

**Agreements and contract—**

Agreement, without date, having effect from the 5th May 1890, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to management, maintenance and working.

Contract, dated the 8th April 1907 (called the principal contract) *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 3rd March 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying the agreement of 5th May 1890.

Agreement, dated the 16th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda, and Central India Railway Company*, modifying further the agreement of 5th May 1890.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

**2 (*c*) Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge)**—*concld.*

**Main provisions of agreements and contract—**

(i) *Land.*—Provided free of cost by the Baroda Durbar.

(ii) *Government aid.*—The line is the property of the Baroda Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Excepting the cost of making good damages due to extraordinary casualty which is borne by the Durbar and is chargeable against capital, the Petlad railway is debited for maintenance and working expenses, including the cost of supervision and hire of rolling-stock, with the same percentage of gross earnings as may be incurred in the half-year on the 5′ 6″ and 3′ 3⅜″ gauge lines of the Bombay, Baroda and Central India railway system, and with any single item of capital expenditure not exceeding Rs. 1,000 classed as a 'Minor work,' subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to or by it, as the case may be.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Durbar, but in the absence of any special agreement between them, they are, as far as may be, to conform to those generally in force on the Bombay, Baroda and Central India railway (5′ 6″ gauge).

(vi) *Special obligations as to the conveyance of—*
(*a*) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways in British India. (There is no provision for the carriage at special rates of troops, high Government officials and Government stores.)
(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } Either party may at any time determine the agreement on giving 12 calendar months' notice to the other.
(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—Not specified.

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 21·50 | 11,46,552 | 1,20,974 | 64,876 | 5·66 | 108 | 46·37 |
| 1905 | 21·50 | 11,31,273 | 1,40,463 | 81,966 | 7·25 | 126 | 41·65 |
| 1906 | 21·50 | 11,30,873 | 1,39,209 | 78,634 | 6·51 | 124 | 47·11 |
| 1907 | 21·50 | 11,30,869 | 1,66,978 | 88,288 | 7·81 | 149 | 47·13 |
| 1908 | 21·50 | 11,31,294 | 1,86,283 | 80,125 | 7·08 | 167 | 56·99 |
| 1909 | 21·50 | 11,31,692 | 1,88,042 | 90,705 | 8·01 | 168 | 51·76 |
| 1910 | 21·50 | 11,33,233 | 2,19,645 | 1,13,373 | 10·00 | 196 | 48·38 |
| 1911 | 21·50 | 11,39,453 | 2,39,635 | 1,19,183 | 10·46 | 214 | 50·26 |
| 1912 | 21·50 | 11,46,073 | 2,54,943 | 1,29,587 | 11·30 | 228 | 49·19 |
| 1st qr. of 1913 | 21·50 | 11,47,125 | 62,414 | 33,987 | 2·96 | 223 | 45·55 |
| 1913-14 | 21·50 | 11,50,078 | 2,43,277 | 1,21,580 | 10·60 | 218 | 49·90 |

**2 (*d*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—**

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Tarapur to Cambay | 20-6-01 | 12·30 | 12·30 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2 (*d*) Petlad-Cambay railway (Tarapur-Cambay section) (5′ 6″ gauge)—*concld.***

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 66½-lb. flat-footed steel rails on creosoted pine sleepers.

*Ballast.*—The line is ballasted with gravel.

*Fencing.*—Only station yards are fenced.

*Curves.*—The sharpest curve is of 1,910 feet radius.

*Gradients.*—The ruling gradient is 1 in 600, with a short length of 1 in 200 between Sayama and Cambay.

**Agreements and contract—**

Agreement, dated the 17th May 1902, *between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company*, as to management, maintenance and working.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 17th October 1908, *between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company*, modifying the agreement of 17th May 1902.

Agreement, dated the 10th May 1910, *between the Cambay Durbar and the Bombay, Baroda and Central India Railway Company*, modifying further the agreement of 17th May 1902.

**Main provisions of agreements and contract—**

(i) *Land.*—Provided free of cost by the Cambay Durbar.

(ii) *Government aid.*—The line is the property of the Cambay Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*—
(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*—
(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—

} As noted under 2 (*c*), Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 10·92 | 7,68,728 | 32,199 | 17,276 | 2·25 | 57 | 46·35 |
| 1905 | 10·92 | 8,00,482 | 33,638 | 19,603 | 2·43 | 59 | 41·72 |
| 1906 | 12·30 | 8,11,255 | 34,531 | 18,265 | 2·25 | 54 | 47·11 |
| 1907 | 12·30 | 8,10,876 | 42,318 | 22,355 | 2·76 | 66 | 47·17 |
| 1908 | 12·30 | 8,10,876 | 44,098 | 18,932 | 2·33 | 69 | 57·07 |
| 1909 | 12·30 | 8,50,220 | 45,431 | 20,982 | 2·47 | 68 | 51·69 |
| 1910 | 12·30 | 8,57,150 | 51,709 | 26,668 | 3·11 | 81 | 48·43 |
| 1911 | 12·30 | 8,65,463 | 57,830 | 28,728 | 3·33 | 90 | 50·23 |
| 1912 | 12·30 | 8,66,068 | 57,833 | 29,157 | 3·37 | 90 | 49·58 |
| 1st qr. of 1913 | 12·30 | 8,66,063 | 15,617 | 8,492 | 0·98 | 96 | 45·62 |
| 1913-14 | 12·30 | 8,66,999 | 58,711 | 27,045 | 3·12 | 84 | 49·65 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2 (*e*) Tapti Valley railway (5′ 6″ gauge)—**

*Date of registration of the Company.*—17th June 1896.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Kankra Khari to Vyára | 1-12-98 | 35·59 | |
| Vyára to Chinchpáda | 10-7-99 | 36·55 | |
| Chinchpáda to Nandurbár | 8-10-99 | 25·20 | |
| Nandurbár to Dondaicha | 11-11-99 | 21·44 | |
| Dondaicha to Nardána | 25-11-99 | 19·78 | |
| Nardána to Amalner | 15-3-00 | 16·92 | |
| Total | ... | ... | 155·48 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 70-lb. flat-footed steel rails on wooden sleepers.
*Ballast.*—The line is ballasted throughout with stone.
*Fencing.*—Only station yards and important level crossings are fenced.
*Curves.*—The sharpest curve is of 1,910 feet radius.
*Gradients.*—The ruling gradient is 1 in 200.

**Contracts—**

Dated the 28th August 1896 (called the principal contract), *between the Secretary of State and the Tapti Valley Railway Company;*
Dated the 30th October 1896 (set forth in the schedule to the principal contract of 1896), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company;*
} as to the construction, management, maintenance and working of the Tapti Valley railway.

Dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

Dated the 16th January 1902, *between the Secretary of State and the Tapti Valley Railway Company*, modifying the terms on which the Company's line is worked by the Bombay, Baroda and Central India Railway Company.

Dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 26th August 1907, *between the Secretary of State and the Tapti Valley Railway Company*, for the continuance of the working of the Tapti Valley railway on the terms in force on the 31st December 1905.

Dated the 10th July 1908, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company;*
Dated the 12th November 1908, *between the Secretary of State and the Tapti Valley Railway Company;*
} giving effect, as from the 1st July 1908, to the arrangement agreed upon for the improvement of the rebate from interchanged traffic payable to the Tapti Valley Railway Company by the Bombay, Baroda and Central India Railway Company.

**Main provisions of contracts—**

(i) *Land.*—In British territory provided by the Government free of cost to the Company. The Secretary of State to use his influence to obtain the free grant of land in Native States.
(ii) *Government aid.*—
(iii) *Distribution of profits.*—
} The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the Bombay, Baroda and Central India Railway Company. During the continuance of the contracts between the Secretary of State and the Bombay, Baroda and Central India Railway Company relating to the working of State branches the charge to the Tapti Valley Railway Company in each half-year for the provision of rolling-stock and the working and maintenance of the line is the share of the general working expenses of the whole of the 5′ 6″ and 3′ 3⅜″ gauge systems of railways worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Tapti Valley railway in proportion to its gross earnings, less the rebate of 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways which the Government are entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the termination of the contracts above referred to, the charge is to be a percentage of the gross earnings not exceeding in any half-year that obtaining on the Bombay, Baroda and Central India railway, nor in any year 50 per cent. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Tapti Valley Railway Company.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

**Number** $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2 (*e*) Tapti Valley railway** (5′ 6″ gauge)—*concld.*

**Main provisions of contracts—*concld.***

By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Tapti Valley Railway Company in respect of each year, by way of rebate, a sum not exceeding 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways, or either of them, and the Tapti Valley railway, as will, together with the net earnings of the Tapti Valley Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure. The Government also allow to the Company the sum of Rs. 6,000 per annum towards its office expenses and expenses of management.

(iv) *Rates and fares.*—To be such as may from time to time be arranged between the Government and the working agency, but it is provided that they shall be within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway (5′ 6″ gauge). The classification of goods is to be in conformity with that in force on the Bombay, Baroda and Central India railway (5′ 6″ gauge).

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As in the case of 2 (*a*), Bombay, Baroda and Central India railway (5′ 6″ gauge).

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' notice, determine the contract and acquire the railway—

(*a*) on the 31st December 1921, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure; or

(*b*) on the 31st December 1950, in which case the Government will pay to the Company in rupees an amount equal to the total capital expenditure.

(vii) *Power of the Company to surrender contract*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—Not specified.

**Statistics of working—**

| | TABLE I. | | | | | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Rebate from the Bombay, Baroda and Central India railway. | Total income. | Percentage of total income on total capital outlay given in column (3). | REMARKS. | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | | Rs. | |
| 1898 | 35·91 | 82,70,413 | 2,836 | | | | | | The net earnings for 1898, 1899 and 1st-half of 1900 were credited to interest on capital, and those for 2nd-half of 1900 (including rebate) were treated as a set off against the charge to capital for interest in the accounts for 1st-half of 1901. | 18 | 48·70 |
| 1899 | 138·88 | 1,21,09,133 | 2,42,593 | ... | ... | ... | ... | ... | | 73 | 47·40 |
| 1900 | 155·45 | 1,28,31,291 | 6,68,475 | ... | ... | ... | ... | ... | | 85 | 47·68 |
| 1901 | 155·48 | 1,29,18,730 | 6,00,553 | 3,42,243 | 2·65 | 33,226 | 3,75,469 | 2·90 | | 74 | 43·01 |
| 1902 | 155·48 | 1,29,70,581 | 8,26,485 | 4,63,242 | 3·57 | 45,196 | 5,08,438 | 3·92 | | 102 | 42·95 |
| 1903 | 155·48 | 1,30,02,400 | 8,62,753 | 4,83,142 | 3·72 | 40,258 | 5,23,400 | 4·03 | | 107 | 44·00 |
| 1904 | 155·48 | 1,30,77,018 | 6,58,740 | 3,68,894 | 2·82 | 28,441 | 3,97,335 | 3·04 | | 81 | 44·00 |
| 1905 | 155·48 | 1,30,83,629 | 10,11,222 | 5,86,921 | 4·49 | 2,928 | 5,89,849 | 4·51 | | 125 | 41·96 |
| 1906 | 155·48 | 1,30,82,853 | 11,24,712 | 6,35,460 | 4·86 | ... | 6,35,460 | 4·86 | | 140 | 44·00 |
| 1907 | 155·48 | 1,30,07,237 | 10,34,612 | 5,79,383 | 4·42 | ... | 5,79,383 | 4·42 | | 128 | 44·00 |
| 1908 | 155·48 | 1,30,90,929 | 9,98,927 | 5,59,399 | 4·27 | ... | 5,59,399 | 4·27 | | 124 | 44·00 |
| 1909 | 155·48 | 1,31,10,300 | 11,06,564 | 6,19,676 | 4·73 | ... | 6,19,676 | 4·73 | | 137 | 44·00 |
| 1910 | 155·48 | 1,31,20,549 | 11,85,910 | 6,64,110 | 5·06 | ... | 6,64,110 | 5·06 | | 147 | 44·00 |
| 1911 | 155·48 | 1,31,37,174 | 12,91,825 | 7,23,422 | 5·51 | ... | 7,23,422 | 5·51 | | 160 | 44·00 |
| 1912 | 155·48 | 1,31,41,972 | 14,36,446 | 8,04,410 | 6·12 | ... | 8,04,410 | 6·12 | | 178 | 44·00 |
| 1st qr. of 1913. | 155·48 | 1,31,42,606 | 4,01,816 | 2,25,017 | 1·71 | ... | 2,25,017 | 1·71 | ... | 199 | 44·00 |
| 1913-14. | 155·48 | 1,31,47,512 | 15,92,936 | 8,91,988 | 6·78 | ... | 8,91,988 | 6·78 | ... | 197 | 44·00 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2 (*f*) Bombay, Baroda and Central India railway (3′ 3¾″ gauge)—**

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| RAJPUTANA SECTION— | | | | | |
| *Main line—* | | | | | |
| Delhi to Rewári | 14-2-73 | 51·21 | | | |
| Rewári to Alwar | 15-9-74 | 46·10 | | | |
| Alwar to Bandikui | 7-12-74 | 37·51 | | | |
| Bandikui to Dausa | 20-4-74 | 17·84 | | | |
| Dausa to Jaipur | 12-10-74 | 38·14 | | | |
| Jaipur to Phulera | 1-8-75 | 36·20 | | | |
| Phulera to Ajmer | 1-8-75 | 49·92 | | | |
| Ajmer to Beáwar | 15-5-76 | 32·41 | | | |
| Beáwar to Haripúr | 12-9-79 | 29·85 | | | |
| Haripúr to Sojat Road | 20-10-80 | 20·54 | | | |
| Sojat Road to Pálanpur | 1-1-81 | 148·44 | | | |
| Pálanpur to Ahmedabad | 15-11-79 | 82·36 | | | |
| New zero of Ahmedabad-Dholka railway to facing point on main line of Sabarmati | 12-2-08 | 0·66 | | | |
| *Branches and extensions—* | | | 580·18 | | |
| *Viramgam-Wadhwan section—* | | | | | |
| Viramgam to Wadhwan* | 14-12-62 | 39·05 | | | |
| | | | 39·05 | | * This section was opened on the 5′ 6″ gauge from 25th May 1872 and converted to, and opened on, the 3′ 3¾″ gauge, from 14th December 1908. |
| *Farukhnagar Salt branch* | 14-2-73 | 7·64 | | | |
| | | | 7·64 | | |
| *Agra branch—* | | | | | |
| Bandikui to Bharatpur | 20-4-74 | 60·28 | | | |
| Bharatpur to Agra Fort | 11-8-73 | 33·24 | | | |
| Agra Fort to Jumna, East Bank (Agra) | 1-1-76 | 1·50 | | | |
| | | | 95·02 | | |
| *Sámbhar Lake Salt branch* | 1-3-75 | 4·50 | | | |
| *Japog extension* | 0-10-76 | 4·50 | | | |
| *Extension of Sámbhar branch to Jhowra* | 20-12-79 | 17·00 | | | |
| *Kankaroola siding* | 15-2-81 | 1·25 | | | |
| *Additional salt sidings in the Sámbhar lake* | 1-9-91 | 6·18 | | | |
| *5′ 6″ gauge lines—* | | | 33·43 | | |
| Jumna, East Bank (Agra) to Idgah (Agra) | 1-1-76 | † 3·07 | | | † Of this, the length on the Jumna bridge is of mixed (5′ 6″ and 3′ 3¾″) gauge. |
| At Delhi | 12-11-08 | 0·09 | | | |
| | | | 3·16 | | |
| MALWA SECTION— | | | | | |
| *Main line—* | | | | | |
| Khandwa to Sanáwad | 1-2-74 | 34·25 | | | |
| Sanáwad to Mortakka | 1-4-74 | 3·50 | | | |
| Mortakka to Choral | 20-1-75 | 20·50 | | | |
| Choral to Mhow | 1-1-78 | 15·69 | | | |
| Mhow to Indore | 3-8-76 | 13·00 | | | |
| Indore to Fatehabad Junction | 3-8-76 | 25·23 | | | |
| Fatehabad Junction to Ratlam | 11-7-78 | 48·75 | | | |
| Ratlam to Jaora | 25-2-80 | 20·50 | | | |
| Jaora to Mandsaur | 8-4-80 | 31·75 | | | |
| Mandsaur to Neemuch | 2-7-80 | 30·25 | | | |
| Neemuch to Nimbahera | 10-3-81 | 16·40 | | | |
| Nimbahera to Chitorgarh | 19-3-81 | 17·65 | | | |
| Chitorgarh to Nasirabad | 1-12-81 | 100·65 | | | |
| Nasirabad to Ajmer | 14-2-76 | 14·15 | | | |
| *Ujjain branch—* | | | 393·27 | | |
| Fatehabad to Ujjain | 3-8-76 | 12·00 | | | |
| Ujjain branch extension across the Sipra river to Ujjain city. | 1-3-84 | ‡2·88 | | | ‡ Includes 2·15 miles, 5′ 6″ gauge, from Sipra Junction to station, opened in 1899. |
| | | | 14·88 | | |
| CAWNPORE-ACHNERA SECTION— | | | | | |
| *Main line—* | | | | | |
| Cawnpore Mill line | 26-4-09 | 2·34 | | | |
| Cawnpore to Kanauj | 15-12-80 | 49·20 | | | |
| Kanauj to Farukhabad | 1-2-81 | 36·71 | | | |
| Farukhabad to Kásganj | 14-4-84 | 66·78 | | | |
| Kásganj to Háthras Road | 1-7-84 | 34·04 | | | |
| Háthras Road to Muttra Cantonment | 19-10-75 | 29·11 | | | |
| Jumna bridge | 1-7-84 | 1·09 | | | |
| Muttra Cantonment to old connection Muttra Junction. | 11-11-07 | 2·32 | | | |
| Old connection to Achnera | 7-11-81 | 20·95 | 242·45 | | |
| Carried over | ... | ... | ... | 1,408·08 | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2 (*f*) Bombay, Baroda and Central India railway (5′ 3⅜″ gauge)—*contd.***

**Progress in opening—*concld.***

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Brought forward ... | ... | ... | ... | 1,408·08 | |
| *Branches—* | | | | | |
| *Brahmavart branch* | 10-11-85 | 4·78 | | | |
| *Brindaban branch* | 26-8-89 | 7·25 | 12·03 | | |
| REWÁRI-BHÁTINDA-FÁZILKA SECTION— | | | | | |
| *Main line—* | | | | | |
| Rewári to Hissar | 20-3-83 | 88·20 | | | |
| Hissar to Sirsa | 1-1-84 | 50·75 | | | |
| Sirsa to Kot Kapúra | 1-10-84 | *73·24 | | | *Of this 26·28 miles, between Bhátinda and Kot Kapúra, are of mixed (5′ 6″ and 5′ 3⅜″) gauge. |
| Kot Kapúra to Fázilka | 1-1-85 | 50·26 | 262·45 | | |
| *Rewári-Phulera Chord—* | | | | | |
| Rewári to Narnaul | 11-12-04 | 32·55 | | | |
| Narnaul to Phulera | 15-5-05 | 100·53 | 133·08 | 407·56 | |
| TOTAL ... | ... | ... | ... | 1,815·64 | |
| DOUBLE LINE, RAJPUTANA SECTION— | | | | | |
| 5′ 3⅜″ gauge— | | | | | |
| Agra Fort to Idgah Junction (Agra) | 11-8-73 | 1·14 | | | |
| At Delhi | 25-12-02 | 1·78 | 2·92 | | |
| 5′ 6″ gauge— | | | | | |
| At Delhi | 27-2-05 | 0·09 | 0·09 | | |
| Total double line | ... | ... | ... | 3·01 | |

**Details of construction—**

*Permanent-way.*—The Rajputana section is laid with 50-lb. flat-footed steel rails on deodar sleepers. The Malwa section has mixed 40-lb. iron, 41¼-lb. and 50-lb. steel flat-footed, rails on deodar sleepers. The Cawnpore-Achnera section has 41¼-lb. and 50-lb. steel rails on deodar sleepers. The Rewári-Fázilka section has 41¼-lb. steel rails on deodar sleepers.

*Ballast.*—The line is ballasted throughout with stone, kunkur, sand and hard quartz.

*Fencing.*—The following lines are fenced: (1) Rajputana section, main line, Delhi to Ahmedabad *viâ* the Rewári-Phulera chord, 518·91 miles; Rewári-Bandikui-Phulera loop, 173·76 miles, and branches, 94·61 miles; (2) Malwa section, main line, Khandwa to Ajmer, 97·85 miles, and branch, 2·17 miles; (3) Cawnpore-Achnera section, main line, 148·23 miles and Brindaban branch, 2·69 miles; and (4) Rewári-Fázilka section, 114·23 miles, including stations.

*Curves.*—The sharpest curve is of 600 feet radius.

*Gradients.*—On the main line of the Rajputana section, Delhi to Ahmedabad, *viâ* Rewári-Phulera chord; on the Rewári-Bandikui-Phulera loop; and on the Brahmavart branch, the ruling gradient is 1 in 150. On the Agra branch it is 1 in 150, except for 1,058 feet on 1 in 142 and 841 feet on 1 in 145 at mile 1. On the Sambhar branch, it is 1 in 200, except for 3,810 feet on 1 in 150 at the beginning of the line. On the Farukhnagar branch it is 1 in 100. On the Malwa section it is 1 in 150, except between Khandwa and Kalakhund where it is 1 in 100 and between Kalakhund and Patal Pani (Mhow Ghat) where it is 1 in 40. On the Cawnpore-Achnera section, and on the Brindaban branch it is 1 in 200; and on the Rewári-Fázilka section, 1 in 169.

**Contract—**
**Main provisions of contract—** As noted under 2 (*a*), Bombay, Baroda and Central India railway (5′ 6″ gauge).

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

**Number** $\frac{\text{Main head 2}}{\text{Sub-heads } (a) \text{ to } (r)}$ **. BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—***contd.*

### 2 (*f*) Bombay, Baroda and Central India railway (3′ 3⅜″ gauge)—*concld.*

**Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—**

| | TABLE I. | | | | | | TABLE II. | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | INCLUDES THE GODHRA-RUTLAM-NAGDA SECTION *up to* 1911 AND VIRAMGAM-WADHWAN SECTION *from* 1912. | | | | | | | | | |
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Company's share of surplus profits (based on terms of contract) *attributable to each year.* | Gain or loss to the State *pertaining to each year.* | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | |
| 1906 . | 1,915·50 | 16,65,57,367 | 2,80,04,905 | 1,47,43,530 | 8·35 | 65,99,940 | | + 81,43,590 | 281 | 47·35 |
| 1907 . | 1,919·20 | 16,85,93,587 | 2,87,22,171 | 1,53,93,902 | 8·54 | 53,09,963 | Included | + 90,83,939 | 288 | 49·89 |
| 1908 . | 1,918·54 | 17,04,83,727 | 2,47,43,850 | 94,10,603 | 5·33 | 60,67,222 | with 2 (*a*), | + 33,43,381 | 249 | 61·97 |
| 1909 . | 1,919·72 | 18,04,84,544 | 2,51,98,999 | 1,08,93,636 | 6·04 | 61,19,498 | Bombay, | + 47,79,138 | 252 | 56·75 |
| 1910 . | 1,919·64 | 18,18,63,774 | 2,85,10,644 | 1,44,84,804 | 7·95 | 61,72,944 | Baroda and | + 83,11,860 | 286 | 49·20 |
| 1911 . | 1,917·73 | 18,23,81,732 | 3,08 25,507 | 1,50,83,603 | 8·27 | 63,40,819 | Central | + 87,42,784 | 309 | 51·07 |
| 1912 . | 1,815·64 | 16,35,41,245 | 3,15 97,819 | 1,61.10,247 | 9·73 | 59,67,519 | India | + 1,01,42,728 | 335 | 49·01 |
| 1st qr. of 1913. | 1,815·64 | 16,66 23,966 | 81,34,086 | 45,29,216 | 2·72 | 14,56,507 | railway (5′ 6″ | + 30,72 709 | 345 | 44·32 |
| 1913-14. | 1,815·64 | 16,78,56 869 | 2,98,50,716 | 1,47.44,027 | 8·78 | 53,64,252 | gauge). | + 93,79,775 | 316 | 50·61 |

NOTE.—The percentage of net earnings is calculated on the total actual capital outlay and not on the *assumed* capital outlay on the basis of which the surplus profits are divided.

### 2 (*g*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—

*Date of registration of the Company.*—22nd July 1901.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Sábarmati to Bavla | 23-2-03 | 24·75 | |
| Bavla to Dholka | 1-4-03 | 8·79 | |
| TOTAL ... | ... | ... | 33·54 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 41¼-lb. flat-footed steel rails on deodar sleepers.

*Ballast.*—Ballast is provided only at points and crossings, and for 100 feet on each side of bridges and level crossings; elsewhere sand is used with stone top dressing. The line has since been ballasted with stone.

*Fencing.*—Only station yards are fenced.

*Curves.*—The sharpest curve is of 1,146 feet radius.

*Gradients.*—The ruling gradient is 1 in 300, except for 400 feet near Sabarmati, where it is 1 in 200 and for 4,000 feet between miles 1 and 2, where it is 1 in 286.

**Contracts—**

Dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa railway and other lines.

Dated the 25th March 1902, *between the Secretary of State and the Ahmedabad-Dholka Railway Company*; and Dated the 18th July 1902, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*; } as to the construction, management, maintenance and working of the Ahmedabad-Dholka railway.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2 (*g*) Ahmedabad-Dholka railway (3′ 3⅜″ gauge)—*contd.***

**Contracts—*concld.***

Dated the 17th September 1902, *between the Secretary of State and the Ahmedabad-Dholka Railway Company*, modifying the contract of 1902, as to the issue and allotment to the Secretary of State of a certain number of fully paid up shares in the capital of the Company.

Dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 10th July 1908, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*; Dated the 12th November 1908, *between the Secretary of State and the Ahmedabad-Dholka Railway Company*; giving effect, as from the 1st July 1908, to the arrangement agreed upon for the improvement of the rebate from interchanged traffic payable to the Ahmedabad-Dholka Railway Company by the Bombay, Baroda and Central India Railway Company.

**Main provisions of contracts—**

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*— (iii) *Distribution of profits.*— The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the Bombay, Baroda and Central India Railway Company. During the continuance of the working agreement with the Bombay, Baroda and Central India Railway Company, the charge to the Ahmedabad-Dholka Railway Company for the provision of rolling-stock and the working and maintenance of the line, is the share of the general working expenses of the whole system of the 5′ 6″ and 3′ 3⅜″ gauge lines worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Ahmedabad-Dholka railway in proportion to its gross earnings, less the amount of rebate of 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways which the Government are entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the working agreement with the Bombay, Baroda and Central India Railway Company terminating before the contract with the Ahmedabad-Dholka Railway Company, the charge for working the latter Company's line is to be such percentage of the gross earnings as may be provided in any other working agreement that may be entered into, or, if the line be worked by State agency, such percentage as the Secretary of State may consider just or reasonable; but it is not in either case to exceed the percentage of working expenses on gross earnings obtaining on the Bombay, Baroda and Central India railway, or 50 per cent in any year. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Ahmedabad-Dholka Railway Company. By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Ahmedabad-Dholka Railway Company in respect of each year, by way of rebate, a sum not exceeding 45 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways, or either of them, and the Ahmedabad-Dholka railway, as will, together with the net earnings of the Ahmedabad-Dholka Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum on the actual capital expenditure. The Government also allow to the Company the sum of Rs. 5,000 per annum towards its office expenses and expenses of management; but when the Company's net earnings in any year exceed 4 per cent on the capital expenditure, the excess is to be applied towards the reduction of this allowance.

(iv) *Rates and fares.*—To be such as may from time to time be arranged between the Government and the working agency, but it is provided that they shall be within the maximum and minimum for the time being in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge). The classification of goods is to be in conformity with that in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
As in the case of 2 (*f*), Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' notice, determine the contract and acquire the railway on the 30th June 1922, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2 (*g*) Ahmedabad-Dholka railway** (3′ 3⅜″ gauge)—*concld.*

**Main provisions of contracts**—*concld.*

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—Not specified.

**Statistics of working**—

| Table I. | | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Rebate from the Bombay, Baroda and Central India railway. | Total income. | Percentage of total income on total capital outlay given in column(3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1903 . . | 33·50 | 10,02,172 | 64,261 | 35,986 | 3·59 | ... | 35,986 | 3·59 | 45 | 44·00 |
| 1904 . . | 33·50 | 10,17,308 | 99,044 | 55,465 | 5·45 | ... | 55,465 | 5·45 | 57 | 44·00 |
| 1905 . . | 33·50 | 10,44,995 | 98,214 | 57,203 | 5·47 | ... | 57,203 | 5·47 | 56 | 41·76 |
| 1906 . . | 33·50 | 10,83,722 | 1,00,743 | 56,418 | 5·21 | ... | 56,418 | 5·21 | 58 | 44·00 |
| 1907 . . | 33·50 | 11,11,330 | 1,15,159 | 64,489 | 5·80 | ... | 64,489 | 5·80 | 66 | 44·00 |
| 1908 . . | 33·50 | 10,91,212 | 1,28,206 | 71,795 | 6·58 | ... | 71,795 | 6·58 | 74 | 44·00 |
| 1909 . . | 33·54 | 11,05,286 | 1,20,149 | 6,283 | 6·09 | ... | 67,283 | 6·09 | 69 | 44·00 |
| 1910 . . | 33·54 | 11,10,937 | 1,29,669 | 7,615 | 6·54 | ... | 72,615 | 6·54 | 74 | 44·00 |
| 1911 . . | 33·54 | 11,17,717 | 1,32,107 | 73,980 | 6·62 | ... | 73,980 | 6·62 | 76 | 44·00 |
| 1912 . . | 33·54 | 11,17,717 | 1,33,740 | 74,895 | 6·70 | ... | 74,895 | 6·70 | 77 | 44·00 |
| 1st qr. of 1913 | 33·54 | 11,17,717 | 28,388 | 15,886 | 1·42 | ... | 15,886 | 1·42 | 65 | 44·00 |
| 1913-14 . . | 33·54 | 11,17,443 | 1,24,609 | 69,781 | 6·24 | ... | 69,781 | 6·24 | 71 | 44·00 |

**2 (*h*) Ahmedabad-Parantij railway** (3′ 3⅜″ gauge)—

*Date of registration of the Company.*—6th January 1896.

**Progress in opening**—

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Ahmedabad to Talod . . . . . | 1-5-97 | 32·82 | |
| Talod to Parántij . . . . . | 2-7-97 | 7·83 | |
| Parántij to Himmatnagar . . . . . | 23-10-97 | 14·05 | |
| Himmatnagar to Khed Brahma . . . . . | 1-7-11 | 34·00 | |
| TOTAL . . | ... | ... | 88·70 |

**Details of construction**—

*Permanent-way.*—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine and deodar sleepers.

*Ballast.*—The line is ballasted with kunkur, sand and stone.

*Fencing.*—Only station yards are fenced.

*Curves.*—The sharpest curve is of 1,146 feet radius.

*Gradients.*—The ruling gradient is 1 in 200.

**Contracts**—

Dated the 13th March 1896 (called the principal contract), *between the Secretary of State and the Ahmedabad-Parántij Railway Company*, as to the construction of the Ahmedabad-Parántij railway.

Dated the 4th June 1896, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working by the Company of the Ahmedabad-Parántij railway.

Dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, revising, and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number—$\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2 (*h*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—*contd.***

**Contracts—*concld.***

Dated the 29th January 1902, *between the Secretary of State and the Ahmedabad-Parántíj Railway Company*, modifying the terms on which the Company's line is worked by the Bombay, Baroda and Central India Railway Company.

Dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Dated the 17th September 1907, *between the Secretary of State and the Ahmedabad-Parántíj Railway Company*, for the continuance of the working of the Ahmedabad-Parántíj railway on the terms in force on the 31st December 1905.

Dated the 2nd October 1908, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*;

Dated the 24th November 1910, *between the Secretary of State and the Ahmedabad-Parántíj Railway Company*;

} as to the construction, management, maintenance and working of the Brahmakhed extension as part of the Ahmedabad-Parántíj railway, subject to the modifications therein set forth of the terms applicable to the main line.

**Main provisions of contracts—**

(i) *Land.*—Provided by the Government free of cost to the Company. The Secretary of State to use his influence to obtain the free grant of land in Native States.

(ii) *Government aid.*—
(iii) *Distribution of profits.*— } The Government constructed the line (from funds supplied by the Company), and manage, work, stock and maintain it, through the agency of the Bombay, Baroda and Central India Railway Company. During the continuance of the contracts between the Secretary of State and the Bombay, Baroda and Central India Railway Company relating to the working of State branches, the charge to the Ahmedabad-Parántíj Railway Company in each half-year for the provision of rolling-stock and the working and maintenance of the line is the share of the general working expenses of the whole of the 5′ 6″ and metre gauge systems of railways worked by the Bombay, Baroda and Central India Railway Company which is attributable to the Ahmedabad-Parántíj railway in proportion to its gross earnings, less the rebate of 10 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways which the Government is entitled to retain, provided that the charge is not to exceed 44 per cent of the gross earnings in any year. In the event of the termination of the contracts above referred to, the charge is to be a percentage of the gross earnings not exceeding in any half-year that obtaining on the Bombay, Baroda and Central India railway, nor in any year 44 per cent. The residue of the gross earnings, after deduction of the charge for working, etc., is payable to the Ahmedabad-Parántíj Railway Company.

By agreement with the Bombay, Baroda and Central India Railway Company, the Government allow to the Ahmedabad-Parántíj Railway Company in respect of each year, by way of rebate, a sum not exceeding 10 per cent of the combined shares attributable to the Bombay, Baroda and Central India railway 5′ 6″ and 3′ 3⅜″ gauge systems of the gross earnings from traffic interchanged between those railways, or either of them, and the Ahmedabad-Parántíj railway, as will, together with the net earnings of the Ahmedabad-Parántíj Railway Company, make up an amount equal to interest for the year at the rate of 4 per cent per annum until the close of the half-year next after that in which the Brahmakhed extension is opened throughout for public traffic, and thereafter at 5 per cent per annum, on the actual capital expenditure. The Government also allow to the Company the sum of Rs. 5,000 per annum until the close of the half-year next after that in which the Brahmakhed extension is opened throughout for public traffic, and thereafter Rs. 6,000 per annum towards its office expenses and expenses of management.

(iv) *Rates and fares.*—To be such as may from time to time be arranged between the Government and the working agency, but it is provided that they shall be within the maximum and minimum rates and fares for the time being in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge). The classification of goods is to be in conformity with that in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As in the case of 2 (*f*), Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

## 2 (*h*) Ahmedabad-Parantij railway (3′ 3⅜″ gauge)—*concld.*

**Main provisions of contracts**—*concld.*

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' notice, determine the contract and acquire the railway—

(*a*) on the 31st December 1930, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the average yearly net earnings of the Company during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company, nor be less than such capital expenditure, or

(*b*) on the 31st December 1946, in which case the Government will pay to the Company in rupees an amount equal to the total capital expenditure.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—Not specified.

**Statistics of working—**

| | Table I. | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Rebate from the Bombay, Baroda and Central India railway. | Total income. | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1897 | 54·59 | 19,42,211 | 69,069 | 36,665 | 1·89 | ... | 36,665 | 1·89 | 46 | 46·92 |
| 1898 | 54·59 | 19,42,971 | 1,42,790 | 85,836 | 4·42 | ... | 85,836 | 4·42 | 53 | 42·70 |
| 1899 | 54·70 | 19,49,616 | 2,10,634 | 1,21,687 | 6·24 | ... | 1,21,687 | 6·24 | 74 | 42·23 |
| 1900 | 54·70 | 19,55,305 | 2,65,105 | 1,55,952 | 7·98 | ... | 1,55,952 | 7·98 | 93 | 41·17 |
| 1901 | 54·70 | 19,49,355 | 1,77,458 | 99,365 | 5·10 | ... | 99,365 | 5·10 | 62 | 44·00 |
| 1902 | 54·70 | 19,70,012 | 1,79,794 | 1,00,685 | 5·11 | ... | 1,00,685 | 5·11 | 63 | 44·00 |
| 1903 | 54·70 | 19,88,869 | 1,50,112 | 84,063 | 4·23 | ... | 84,063 | 4·22 | 53 | 44·00 |
| 1904 | 54·70 | 19,89,045 | 1,86,227 | 1,04,287 | 5·24 | ... | 1,04,287 | 5·24 | 65 | 44·00 |
| 1905 | 54·70 | 19,91,753 | 1,98,713 | 1,15,469 | 5·80 | ... | 1,15,469 | 5·80 | 70 | 41·89 |
| 1906 | 54·70 | 19,98,023 | 2,20,934 | 1,23,727 | 6·19 | ... | 1,23,727 | 6·19 | 78 | 44·00 |
| 1907 | 54·70 | 20,08,966 | 2,61,637 | 1,48,197 | 7·38 | ... | 1,48,197 | 7·38 | 93 | 44·00 |
| 1908 | 54·70 | 20,16,012 | 2,95,664 | 1,65,572 | 8·17 | ... | 1,65,572 | 8·17 | 104 | 44·00 |
| 1909 | 54·70 | 20,32,797 | 3,04,884 | 1,70,735 | 8·40 | ... | 1,70,735 | 8·40 | 107 | 44·00 |
| 1910 | 54·70 | 20,71,739 | 3,21,710 | 1,80,158 | 6·27 | ... | 1,80,158 | 6·27 | 113 | 44·00 |
| 1911 | 88·70 | 36,40,922 | 3,53,475 | 1,97,386 | 5·42 | ... | 1,97,386 | 5·42 | 94 | 44·00 |
| 1912 | 88·70 | 36,64,696 | 3,47,122 | 1,94,388 | 5·30 | ... | 1,94,388 | 5·30 | 75 | 44·00 |
| 1st qr. of 1913 | 88·70 | 36,83,679 | 1,03,425 | 57,918 | 1·57 | ... | 57,918 | 1·57 | 90 | 44·00 |
| 1913-14 | 88·70 | 37,08,874 | 4,02,382 | 2,25,334 | 6·08 | ... | 2,25,334 | 6·08 | 87 | 44·00 |

## 2 (*i*) Gaekwar's Mehsana railway (3′ 3⅜″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Viramgam-Mehsana-Taranga Hill section*— | | | | |
| Viramgam to Mehsana | 1-2-91 | 40·21 | | |
| Mehsána to Vadnagar | 21-3-87 | 20·73 | | |
| Vadnagar to Kheralu | 12-12-88 | 7·00 | | |
| Kheralu to Taranga Hill | 20-8-09 | 7·79 | 75·73 | |
| *Patan extension*— | | | | |
| Mehsána to Pátan | 20-7-91 | 24·69 | 24·69 | |
| *Harij branch*— | | | | |
| Mamund Road to Harij | 23-10-08 | 20·95 | 20·95 | |
| *Becharji extension*— | | | | |
| Chanasma to Bechraji | 23-10-08 | 16·63 | 16·63 | |
| TOTAL OPEN MILEAGE | ... | ... | ... | 138·00 |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Patan to Kakoshi (sanctioned on 15th March 1913) | ... | 25·01 | | |
| Khalipur to Khakhal (sanctioned on 15th March 1912) | ... | 17·12 | | |
| Wagrod to Khareda (sanctioned on 14th January 1913) | ... | 28·90 | 70·13 | 70·13 |
| GRAND TOTAL | ... | ... | ... | 208·13 |

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2 (*i*) Gaekwar's Mehsana railway (3′ 3⅜″) gauge—*contd.***

**Details of construction—**

*Permanent-way.*—Except from mile 10 to mile 24·69 of the Mehsána-Pátan section, which is laid with 40-lb. iron rails on deodar sleepers, the line is laid with 41½-lb. flat-footed steel rails on steel, deodar, half round jungle teak and Australian hard wood sleepers.

*Ballast.*—The line between Mehsána and Taranga Hill is ballasted with stone, between Manund Road and Harij and between Chanasma and Bechraji, with lime stone and the rest with kunkur.

*Fencing.*—Of the Manund Road-Harij and Chanasma-Bechraji sections only the station yards are fenced; and of the other three sections 41¼ miles are fenced by wire, and the rest with cactus, but this latter has in several places been entirely destroyed by floods and locusts and what remains is much broken up.

*Curves.*—The sharpest curve is of 1,432 feet radius.

*Gradients.*—On the Mehsána-Kherálu section the ruling gradient is 1 in 150, except for 5,100 feet, between Varetha and Taranga Hill, where it is 1 in 75. On the Mehsána-Viramgam section it is 1 in 400, except for 1,350 feet between miles 5 and 6 where it is 1 in 200 and 900 feet between miles 12 and 13 where it is 1 in 300. On the Mehsána-Pátan section it is 1 in 400, except for 850 feet between miles 6 and 7 where it is 1 in 200. On the Manund Road-Harij section it is 1 in 200 and on the Chanasma-Bechraji section, 1 in 366, all in banking section.

**Agreements and contract—**

Agreement, dated the 17th June 1893 (called "the Mehsána Working Agreement"), *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working by the Company of the Gaekwar's Mehsána railway.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance, management and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 20th July 1908, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the construction by the Company of the Gaekwar's Kherálu-Dabhora railway.

Agreement, dated the 20th July 1908, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the construction by the Company of the Gaekwar's Manund Road-Harij and Chanasma-Bechraji railways.

Agreement, dated the 16th February 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying, as from the 27th March 1908 to the 26th March 1909, inclusive, the Mehsána Working Agreement of the 17th June 1893.

Agreement, dated the 15th December 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Manund Road-Harij and Chanasma-Bechraji lines from the date of opening to public traffic up to and including the 22nd October 1910.

Agreement, dated the 16th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, for the continuance of the management, maintenance and working, from the 27th March 1909, of the Mehsána-Kheralu, Mehsána-Viramgam and Mehsána-Pátan railways, subject to further modifications of the Mehsána Working Agreement of the 17th June 1893.

Agreement, dated the 17th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Kherálu-Varetha (Taranga Hill) extension, subject to further modifications of the Mehsána Working Agreement of the 17th June 1893.

Agreement, dated the 3rd December 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the maintenance and working of the Manund Road-Harij and Chanasma-Bechraji lines as from the 23rd October 1910, subject to further modifications of the Mehsána Working Agreement of the 17th June 1893.

**Main provisions of agreements and contract—**

(i) *Land.*—As under 2(*e*), Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge.)

(ii) *Government aid.*—The lines are the property of the Baroda Durbar (which provides all funds chargeable to the capital account), and are managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Company's railway system.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

**Number** $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2 (*i*) Gaekwar's Mehsána railway** (3′ 3⅜″ gauge)—*concld.*

**Main provisions of agreements and contract**—*concld.*

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Excepting the cost of making good damages due to extraordinary casualty which is borne by the Durbar and is chargeable against capital, the Mehsána railway and the Manund Road-Harij and Chanasma-Beohraji railways are debited for maintenance and working expenses, including the cost of supervision and hire of rolling stock, with the same percentage of gross earnings as may be incurred in the half-year on the 5′ 6″ and 3′ 3⅜″ gauge lines of the Bombay, Baroda and Central India railway system, and also with any single item of capital expenditure on "New minor works" costing Rs. 2,000 or less, subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to, or by it, as the case may be.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Durbar; but in the absence of any special agreement between them, they are, as far as may be, to conform to those generally in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*—
(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].— } As under 2(*c*), Petlad Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).

**Statistics of working.** (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—

| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|
| | TABLE I. | | | | | TABLE II. | |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | ½ |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 . . . | 92·63 | 33,95,678 | 3,82,249 | 2,04,906 | 6·06 | 79 | 46·39 |
| 1905 . . . | 92·63 | 34,36,825 | 4,52,184 | 2,62,904 | 7·65 | 94 | 41·86 |
| 1906 . . . | 92·63 | 42,78,868 | 4,20,777 | 2,24,124 | 5·25 | 87 | 46·74 |
| 1907 . . . | 92·63 | 50,55,781 | 4,34,903 | 2,30,317 | 4·56 | 90 | 47·04 |
| 1908 . . . | 130·21 | 52,16,404 | 4,55,749 | 1,93,036 | 3·70 | 88 | 57·64 |
| 1909 . . . | 138·01 | 53,43,871 | 5,57,732 | 2,56,206 | 4·79 | 78 | 54·06 |
| 1910 . . . | 138·00 | 55,89,610 | 6,30,415 | 3,13,759 | 5·61 | 88 | 50·25 |
| 1911 . . . | 138·00 | 57,02,244 | 6,46,429 | 3,20,799 | 5·63 | 90 | 50·37 |
| 1912 . . . | 138·00 | 57,16,157 | 6,61,472 | 3,36,647 | 5·89 | 92 | 49·11 |
| 1st qr. of 1913 . | 138·00 | 57,23,067 | 1,58,077 | 86,374 | 1·51 | 88 | 45·36 |
| 1913-14 . . . | 138·00 | 57,80,979 | 6,58,961 | 3,30,495 | 5·72 | 92 | 49·85 |

**2 (*j*) Jaipur railway** (3′ 3⅜″ gauge)—

**Progress in opening**—

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Sánganer to Nawai . . . . . | 10-11-05 | 32·18 | | |
| Nawai to Siwai-Mádhopur . . . . . | 17-10-07 | 40·66 | | |
| TOTAL OPEN MILEAGE . . | ... | ... | 72·84 | |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Jaipur to Reengus (sanctioned on 12th December 1913) . . | ... | 36·00 | 36·00 | |
| GRAND TOTAL . . | ... | ... | ... | 108·84 |

**Details of construction**—

*Permanent-way.*—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.

*Ballast.*—The line is ballasted with stone.

*Fencing.*—The line is unfenced except at stations and at points where the line crosses the main road.

*Curves.*—The sharpest curve is of 2,865 feet radius.

*Gradients.*—The ruling gradient is 1 in 250, except for 4 miles and 1,080 feet at the beginning of the line where it is 1 in 200.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2 (*j*) Jaipur railway** (3′ 3⅜″ gauge)—*concld.*

**Agreement—**

Agreement, dated the 11th September 1906, *between the Jaipur Durbar and the Bombay, Baroda and Central India Railway Company,* as to the management, maintenance and working by the Company of the Jaipur railway.

Railway Board's letter No. 1310 R.T., dated the 30th October 1907, as to the payment of rebate to the Jaipur Durbar.

**Main provisions of agreement—**

(i) *Land.*—Provided by the Jaipur Durbar at the cost of capital.

(ii) *Government aid.*—The line is the property of the Jaipur Durbar (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Company as part of its railway system. By way of rebate the Government allow out of their share of the net earnings of the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge) (outside the contract between the Secretary of State and the Bombay, Baroda and Central India Railway Company), a sum up to 10 per cent of the net earnings of the main line from traffic interchanged with the Jaipur railway to such extent as is necessary to make up, together with the net earnings of the Jaipur railway, an amount sufficient to give a return of 3½ per cent per annum on the capital expenditure incurred.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Excluding the cost of making good damages due to extraordinary casualty which is borne by the Durbar and is chargeable against capital, the Jaipur railway is debited for maintenance and working expenses, including the cost of supervision and use of rolling-stock, with the same percentage of the gross earnings of the Jaipur railway as the total expenditure incurred on the entire Bombay, Baroda and Central India railway system bears to the earnings of that system, and also with any single item of capital expenditure not exceeding Rs. 2,000, subject to a maximum charge on such account of an amount bearing the same percentage of gross receipts as obtains for similar expenditure on that system. The balance in favour of or against the Jaipur Durbar is paid over to, or by, it as the case may be.

(v) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Jaipur Durbar and, in the absence of any special agreement between them, to conform, as far as may be, to those generally in force on the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—Mails and postal officers on duty to be carried at the rates and on the conditions in force from time to time on State railways in British India. (There is no provision for the carriage at special rates of troops, high Government officials and Government stores.)
(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Durbar to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } After 2 years from the date of opening (*viz.*, the 17th October 1907) of the Jaipur railway the agreement may be determined by either party giving to the other 12 calendar months' notice expiring on the 30th June or 31st December of any year.

(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—None specified.

**Statistics of working—**

| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|
| | TABLE I. | | | | | TABLE II. | |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1905 | 32·18 | 13,20,421 | 12,299 | 6,779 | 0·51 | 52 | 44·88 |
| 1906 | 32·18 | 14,77,188 | 68,943 | 36,617 | 2·48 | 41 | 46·89 |
| 1907 | 72·84 | 23,42,013 | 97,734 | 49,708 | 2·12 | 46 | 49·14 |
| 1908 | 72·84 | 24,01,041 | 1,16,415 | 49,648 | 2·07 | 31 | 57·35 |
| 1909 | 72·84 | 24,02,410 | 1,44,902 | 68,820 | 2·86 | 38 | 52·51 |
| 1910 | 72·84 | 24,03,971 | 2,14,761 | 1,10,290 | 4·59 | 57 | 48·65 |
| 1911 | 72·84 | 24,09,763 | 2,70,084 | 1,33,743 | 5·55 | 71 | 50·48 |
| 1912 | 72·84 | 24,09,763 | 3,13,550 | 1,58,641 | 6·58 | 83 | 49·40 |
| 1st qr. of 1913 | 72 84 | 24,12,332 | 96,233 | 52,137 | 2·16 | 102 | 45·82 |
| 1913-14 | 72·84 | 24,74,723 | 3,12,420 | 1,57,262 | 6·35 | 82 | 49·66 |

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$ **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2 (*k*) Pálanpur-Deesa railway (3′ 3⅜″ gauge)—**

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Palanpur to Deesa . . . . . | 8-11-93 | 17·28 | 17·28 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 40-lb. flat-footed iron rails, except in station yards and the first 3 miles of the line which are laid with 41½-lb. steel rails. The rails are laid on Denham-Olpherts' plate, cast iron pot, and still dish cover sleepers.

*Ballast.*—The line is ballasted with stone and sand.

*Fencing.*—The line is fenced throughout.

*Curves.*—The sharpest curve is of 1,910 feet radius.

*Gradients.*—The ruling gradient is 1 in 150.

**Contracts—**

Letter from the Government of India, Public Works Department, No. 352 R.C., dated the 25th March 1892, to the Government of Bombay;
Letter from the Under Secretary of State for India, No. 682, dated the 18th May 1892, to the Board of Directors, Bombay, Baroda and Central India Railway Company;
Letter from the Board of Directors, Bombay, Baroda and Central India Railway Company, No. 611, dated the 20th May 1892, to the Under Secretary of State for India;
Letter from the Under Secretary of State for India, No. 920, dated the 22nd June 1892, to the Board of Directors, Bombay, Baroda and Central India Railway Company;
Letter from the Government of Bombay, No. 1643, dated the 19th August 1892, to the Government of India, Public Works Department;

} as to the construction, management, maintenance and working, by the Bombay, Baroda and Central India Railway Company, of the Pálanpur-Deesa railway as a part of the Rajputana-Malwa railway.

Contract, dated the 1st February 1901, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company, revising,* and extending up to the 31st December 1905, the arrangements for the working of the Rajputana-Malwa and other lines.

Contract, dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company,* as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

**Main provisions of contracts—**

(i) *Land.*—Provided free of cost by the Pálanpur Durbar.

(ii) *Government aid.*—The railway is owned jointly by the Government and the Pálanpur Durbar, and the former provide any further open line capital funds. It was constructed and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India Railway Company as part of the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(iii) *Terms of working.*—The railway is debited with a share of the general working expenses of the Bombay, Baroda and Central India Railway Company's system in proportion to the gross earnings of the Pálanpur-Deesa railway.

(iv) *Distribution of profits.*—The net earnings, after deducting the working expenses as in (iii) above, in any half-year, are to be divided between the Government and the Pálanpur Durbar in proportions to the capital provided by each, after excluding (so long as the line remains a 3′ 3⅜″ gauge one) from the Government capital the sum of Rs. 25,117 the extra expenditure incurred in providing a 5′ 6″ gauge sub-structure.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of—*
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} As under 2 (*f*), Bombay, Baroda and Central India railway (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to determine contract.*—
(ix) *Term of contract.*—

} The agreement is co-terminous with the Company's contract with the Secretary of State for working the Bombay, Baroda and Central India railway (3′ 3⅜″ gauge), unless it be decided to extend the railway in which case it will be open to the Government to terminate the working arrangement on giving the Company 6 months' notice.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

### 2 (*k*) Palanpur-Deesa railway (3′ 3⅜″ gauge)—*concld.*

**Statistics of working—**

| Year. | Table I. Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction. — Contributed by the Pálanpur Durbar. | Total capital outlay — Contributed by Government. | Gross earnings. | Net earnings. — Attributable to the Durbar. | Net earnings. — Attributable to Government. | Percentage of net earnings on total capital outlay given in columns (3) and (4). — On capital contributed by the Durbar. | Percentage of net earnings on total capital outlay given in columns (3) and (4). — On capital contributed by Government. | Interest on Government capital. | Gain or loss to Government *pertaining to each year.* | Table II. Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | Rs. | Rs. | | | Rs. | Rs. | Rs. | |
| 1893 | 17·28 | 1,85,000 | 1,78,953 | 4,436 | 1,335 | 1,110 | 0·72 | 0·62 | 5,371 | —4,261 | 33 | 44·88 |
| 1894 | 17·28 | 1,85,000 | 2,14,601 | 37,544 | 11,365 | 11,781 | 6·14 | 5·49 | 8,783 | +2,998 | 42 | 38·35 |
| 1895 | 17·28 | 1,85,000 | 2,15,374 | 38,182 | 11,333 | 11,512 | 6·13 | 5·35 | 8,378 | +3,134 | 42 | 40·17 |
| 1896 | 17·28 | 1,85,000 | 2,32,746 | 51,029 | 14,101 | 15,072 | 7·62 | 6·48 | 9,149 | +5,923 | 57 | 43·49 |
| 1897 | 17·28 | 1,85,000 | 2,33,264 | 43,264 | 10,883 | 12,243 | 5·88 | 5·25 | 9,305 | +2,938 | 48 | 46·55 |
| 1898 | 17·28 | 1,85,000 | 2,33,264 | 38,199 | 10,334 | 11,628 | 5·59 | 4·99 | 9,331 | +2,297 | 43 | 42·51 |
| 1899 | 17·28 | 1,85,000 | 2,33,264 | 44,628 | 12,102 | 13,618 | 6·54 | 5·84 | 9,330 | +4,288 | 50 | 42·37 |
| 1900 | 17·28 | 1,85,000 | 2,33,264 | 47,669 | 12,636 | 14,218 | 6·83 | 6·10 | 9,330 | +4,888 | 53 | 43·67 |
| 1901 | 17·28 | 1,85,000 | 2,33,264 | 36,905 | 9,375 | 10,548 | 5·07 | 4·52 | 9,330 | +1,218 | 41 | 45·67 |
| 1902 | 17·28 | 1,85,000 | 2,36,786 | 33,690 | 8,329 | 9,521 | 4·50 | 4·02 | 9,408 | +113 | 37 | 47·01 |
| 1903 | 17·28 | 1,85,000 | 2,37,069 | 29,734 | 7,141 | 8,181 | 3·86 | 3·45 | 9,432 | —1,251 | 33 | 48·47 |
| 1904 | 17·28 | 1,85,000 | 2,37,069 | 29,185 | 7,290 | 8,340 | 3·94 | 3·52 | 9,474 | —1,134 | 32 | 46·48 |
| 1905 | 17·28 | 1,85,000 | 2,37,069 | 35,178 | 9,469 | 10,548 | 5·12 | 4·58 | 9,472 | +1,376 | 39 | 42·25 |
| 1906 | 17·28 | 1,85,000 | 2,39,155 | 40,154 | 9,862 | 11,876 | 5·33 | 4·76 | 9,531 | +1,845 | 45 | 47·11 |
| 1907 | 17·28 | 1,85,000 | 2,39,155 | 42,061 | 10,266 | 11,878 | 5·55 | 4·97 | 7,223 | +4,655 | 47 | 47·35 |
| 1908 | 17·28 | 1,85,000 | 2,47,156 | 45,680 | 9,097 | 10,728 | 4·92 | 4·34 | 8,213 | +2,515 | 51 | 56·60 |
| 1909 | 17·28 | 1,85,000 | 2,45,700 | 53,323 | 11,757 | 14,084 | 6·36 | 5·71 | 8,259 | +5,775 | 59 | 51·63 |
| 1910 | 17·28 | 1,85,000 | 2,45,700 | 58,152 | 13,663 | 6,291 | 7·39 | 6·63 | 8,216 | +8,075 | 65 | 48·49 |
| 1911 | 17·28 | 1,85,000 | 2,45,700 | 52,775 | 11,949 | 14,248 | 6·46 | 5·80 | 8,332 | +5,916 | 59 | 50·36 |
| 1912 | 17·28 | 1,85,000 | 2,45,700 | 51,837 | 11,891 | 14,177 | 6·43 | 5·77 | 8,400 | +5,777 | 58 | 49·71 |
| 1st qr. of 1913 | 17·28 | 1,85,000 | 2,45,700 | 14,813 | 3,677 | 4,384 | 1·99 | 1·78 | 2,089 | +2,295 | 66 | 45·58 |
| 1913-14 | 17·28 | 1,85,000 | 2,45,700 | 57,949 | 13,258 | 15,808 | 7·17 | 6·43 | 8,324 | +7,484 | 64 | 49·84 |

### 2 (*l*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Vijapur to Kálol | 10-6-02 | 29·44 | |
| Kálol to Kadi | 13-7-03 | 11·93 | |
| Kadi to Bhoyani Road | 1-4-12 | 4·74 | |
| TOTAL | ... | ... | 46·11 |

**Details of construction—**

*Permanent-way.*—21 miles are laid with 41½-lb. flat-footed steel rails and 25 miles with 40-lb. flat-footed iron rails on deodar sleepers.

*Ballast.*—The line is ballasted with stone and kunker.

*Fencing.*—Only station yards and 11·07 miles of the Vijapur-Kálol section are fenced.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

## 2 (*l*) Vijapur-Kalol-Kadi railway (3′ 3⅜″ gauge)—*concld.*

**Details of construction**—*concld.*

*Curves.*—The radius of the sharpest curve is 3,820 feet on the Vijapur-Kadi section and 1,910 feet on the Kadi-Bhoyani Road section.

*Gradients.*—The ruling gradient is 1 in 150 between Vijapur and Kadi and 1 in 200 between Kadi and Bhoyani Road.

**Agreements and contract—**

Agreement, dated the 23rd November 1903, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, by the Bombay, Baroda and Central India Railway Company, of the Vijapur-Kálol-Kadi railway.

Contract, dated the 8th April 1907 (called the principal contract), *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India railway, the Rajputana-Malwa railway and other subsidiary lines.

Agreement, dated the 3rd March 1909, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, modifying as from the 1st July 1908 to the 30th June 1909, inclusive, the agreement of the 23rd November 1903.

Agreement, dated the 16th May 1910, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, for the continuance of the management, maintenance and working, from the 1st July 1909, of the Vijapur-Kálol-Kadi railway, subject to further modifications of the agreement of the 23rd November 1903.

Agreement, dated the 17th June 1913, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working of the Kadi-Bhoyani extension, subject to further modifications of the agreement of the 23rd November 1903.

**Main provisions of agreements and contract—**

As noted under 2 (*i*), Gaekwar's Mehsana railway (3′3⅜″ gauge), charges for repairs or renewals of way, works and stations on the Kadi-Bhoyani extension, due to defective design or construction of the extension or to defective materials used in the works constructed are to be paid for by the Durbar.

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|
| | TABLE I. | | | | | TABLE II. | |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 41·37 | 13,35,402 | 74,572 | 40,083 | 3·00 | 35 | 46·25 |
| 1905 | 41·37 | 13,19,586 | 87,131 | 50,496 | 3·83 | 40 | 42·05 |
| 1906 | 41·37 | 13,24,825 | 95,660 | 50,648 | 3·82 | 44 | 47·05 |
| 1907 | 41·37 | 13,05,631 | 1,14,340 | 60,246 | 4·61 | 53 | 47·31 |
| 1908 | 41·37 | 13,12,360 | 1,20,643 | 51,999 | 3·96 | 56 | 56·90 |
| 1909 | 41·37 | 13,08,338 | 1,17,211 | 56,498 | 4·32 | 54 | 51·80 |
| 1910 | 41·37 | 13,29,176 | 1,37,202 | 68,019 | 5·12 | 61 | 48·55 |
| 1911 | 41·37 | 15,14,964 | 1,35,891 | 67,582 | 4·46 | 63 | 50·27 |
| 1912 | 46·11 | 15,63,509 | 1,34,917 | 68,346 | 4·37 | 58 | 49·35 |
| 1st qr. of 1913 | 46·11 | 15,61,365 | 34,840 | 18,961 | 1·22 | 58 | 45 52 |
| 1913-14 | 46·11 | 15,71,787 | 1,45,014 | 72,768 | 4·63 | 60 | 49·82 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$ . **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2 (*m*) Gaekwar's Dabhoi railway (2′ 6″ gauge)—**

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Chandod-Dabhoi—Masor Road section—* | | | | |
| Chándod to Dabhoi | 15-4-79 | 10·62 | | |
| Dabhoi to Goya Gate | 1-7-80 | 17·00 | | |
| Goya Gate to Vishvámitri | 24-1-81 | 1·63 | | |
| Vishvámitri to Pádra | 1-7-97 | 7·14 | | |
| Pádra to Mobha | 10-7-03 | 9·20 | | |
| Mobha to Masor Road | 1-11-04 | 6·48 | | |
| | | | 52·07 | |
| *Jarod extension—* | | | | |
| Dabhoi to Jarod | 15-11-13 | 23·83 | | |
| | | | 23·83 | |
| *Bodeli extension—* | | | | |
| Dabhoi to Sankheda Bahadarpur | 17-9-79 | 9·64 | | |
| Sankheda Bahadarpur to Bodeli | 16-6-90 | 12·77 | | |
| | | | 22·41 | |
| *Miyagam branch—* | | | | |
| Dabhoi to Miyágám | 8-4-73 | 20·00 | | |
| | | | 20·00 | |
| *Malsar extension—* | | | | |
| Miyágám to Malsar | 15-1-12 | 23·67 | | |
| | | | 23·67 | |
| TOTAL OPEN MILEAGE | ... | ... | ... | 141·98 |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Jarod to Samlayá (sanctioned on 9th April 1913) | ... | 5·35 | | |
| Motipura to Tankhala (sanctioned on 25th February 1914) | ... | 24·67 | | |
| Gantoli to Songir (sanctioned on 25th February 1914) | ... | 2·49 | ... | ... |
| Masar Road to Jambusar (sanctioned on 26th March 1914) | ... | 7·22 | | |
| | | | 39·73 | |
| | | | | 39·73 |
| GRAND TOTAL | ... | ... | ... | 181·71 |

**Details of construction—**

*Permanent-way.*—The line is laid with 31-lb. flat-footed steel rails on wooden sleepers, but there is still about one mile of 28-lb. iron rails in the road. Miyagam-Malsar section is laid with 30-lb. rails on wooden sleepers.

*Ballast.*—The line is ballasted chiefly with sand.

*Fencing.*—The line is practically unfenced except in station yards.

*Curves.*—The sharpest curve is of 500 feet radius.

*Gradients.*—The ruling gradient is 1 in 400, with small lengths of 1 in 200 and 1 in 300.

**Agreement and contract—**

Agreement, without date, having effect from the 1st January 1897, *between the Government of His Highness the Maharaja Gaekwar of Baroda and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, by the Company, of the Dabhoi railway.

Contract, dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India, the Rajputana-Malwa and other subsidiary lines.

**Main provisions of agreement and contract—**

(i) *Land.*— } As noted under 2 (*c*), Petlad-Cambay railway (Anand-Tarapur section)
(ii) *Government aid.*— } (5′ 6″ gauge).

(iii) *Terms of working.*— } The Company works the Dabhoi railway at actual cost, *plus* a sum equal
(iv) *Distribution of profits.*— } to 10 per cent of total working expenses, but not less than Rs. 500 per mensem, in the half-year for superintendence; the railway is also debited with a contribution from its net earnings to the Company's Provident Fund calculated on the same basis as obtains on the Bombay, Baroda and Central India railway. The balance in favour of or against the Baroda Durbar is paid over to, or by it as the case may be.

(v) *Rates and fares.*— } As noted under 2 (*c*), Petlad-Cambay railway (Anand-Tarapur section) (5′ 6″ gauge).
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

(vii) *Power of the Durbar to determine agreement.*— } The agreement may be terminated at any time
(viii) *Power of the Company to determine agreement.*— } on one year's notice from either side to expire on the 30th June or 31st December in any year.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$. **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*contd.*

**2 (*m*) Gaekwar's Dabhoi railway** (2′ 6″ gauge)—*concld.*

**Main provisions of agreement and contract**—*concld.*

**(ix)** *Term of contract* [*if not determined under* (vii) *and* (viii)].—Not specified.

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)**—

| Year. | Table I. Mileage open at end of each year. | Table I. Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Table I. Gross earnings. | Table I. Net earnings. | Table I. Percentage of net earnings on total capital outlay given in column (3). | Table II. Earnings per mile per week. | Table II. Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 94·49 | 24,64,882 | 2,98,906 | 1,26,426 | 5·13 | 65 | 57·70 |
| 1905 | 94·49 | 24,72,909 | 3,72,467 | 2,04,004 | 8·25 | 76 | 45·23 |
| 1906 | 94·48 | 24,75,537 | 2,94,817 | 1,78,665 | 7·22 | 80 | 54·75 |
| 1907 | 94·48 | 25,62,795 | 4,69,515 | 2,63,129 | 10·33 | 95 | 44·17 |
| 1908 | 94·48 | 25,94,874 | 4,66,069 | 2,44,536 | 9·42 | 95 | 47·53 |
| 1909 | 94·48 | 25,99,530 | 4,98,182 | 2,51,813 | 10·84 | 101 | 43·48 |
| 1910 | 94·48 | 31,41,668 | 5,95,304 | 3,46,177 | 11·01 | 121 | 41·85 |
| 1911 | 94·48 | 37,35,219 | 6,92,780 | 3,59,443 | 9·62 | 127 | 42·28 |
| 1912 | 118·15 | 43,85,146 | 6,07,931 | 3,31,317 | 7·73 | 100 | 45·50 |
| 1st qr. of 1913 | 118·15 | 34,52,598 | 1,57,000 | 71,910 | 2·08 | 102 | 54·20 |
| 1913-14 | 141·98 | 43,78,401 | 6,67,371 | 3,37,708 | 7·71 | 101 | 49·40 |

**2 (*n*) Kosamba-Zankhvav railway** (2′ 6″ gauge)—

**Progress in opening**—

| Sections of railway. | Date of opening. | Miles. | Total. | Grant total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Kósambá to Zankhvav | 1-5-12 | 26·12 | | |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Zankhvav to Bardipada (sanctioned on 23rd March 1914) | ... | 22·57 | 26·12 | |
| | | | 22·57 | |
| GRAND TOTAL | ... | ... | ... | 48·69 |

**Details of construction**—

*Permanent-way.*—The permanent-way consists of 41½-lb. steel rails laid on jarrah and half-round jungle teak sleepers.

*Ballast.*—Metal ballast has been provided between stations and sand ballast in station yards.

*Fencing.*—No fencing has been provided.

*Curves.*—The sharpest curve is of 600 feet radius.

*Gradients.*—The ruling gradient is 1 in 200 with short lengths of 1 in 150, 1 in 125 and 1 in 100.

**Agreement**—

This line is the property of the Baroda Durbar. It was constructed, and is being maintained and worked by the Bombay, Baroda and Central India Railway Company under the terms of an agreement which is under consideration.

**Statistics of working**—

| Year. | Table I. Mileage open at end of each year. | Table I. Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Table I. Gross earnings. | Table I. Net earnings. | Table I. Percentage of net earnings on total capital outlay given in column (3). | Table II. Earnings per mile per week. | Table II. Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1912 | 26·12 | 12,27,218 | 12,999 | −11,207 | ... | 14 | 186·21 |
| 1st qr. of 1913 | 26·12 | 12,60,586 | 6,152 | − 4,272 | ... | 18 | 169·42 |
| 1913-14 | 26·12 | 12,79,032 | 25,382 | −12,545 | ... | 19 | 149·42 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

**Number** $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$, **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM—*contd.***

**2 (*o*) Rajpipla railway** (2′ 6″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Anklesvar to Raj-Pardi | 1-7-97 | 19·03 | |
| Raj-Pardi to Umalla | 19-1-99 | 4·95 | |
| Umalla to Amletha | 1-6-99 | 7·85 | |
| Amletha to Nándod | 20-7-99 | 5·54 | |
| TOTAL | ... | ... | 37·37 |

**Details of construction—**

*Permanent-way.*—The line is laid with 41½-lb. flat-footed steel and iron rails on half-round jungle teak sleepers.

*Ballast.*—The line is ballasted chiefly with coarse river sand.

*Fencing.*—Only the station yards and small lengths at miles 4 and 9 are fenced.

*Curves.*—The sharpest curve is of 1,432 feet radius.

*Gradients.*—The ruling gradient is 1 in 150.

**Agreement and contract—**

Agreement, dated the 19th March 1900, *between the Rajpipla State and the Bombay, Baroda and Central India Railway Company*, as to the maintenance and working of the Rajpipla railway.

Contract, dated the 8th April 1907, *between the Secretary of State and the Bombay, Baroda and Central India Railway Company*, as to the management, maintenance and working, as from the 1st January 1906, of the Bombay, Baroda and Central India, the Rajputana-Malwa and other subsidiary lines.

**Main provisions of agreement and contract—**

(i) *Land.*—Provided free of cost by the Rajpipla State.

(ii) *Government aid.*—The line is the property of the Rajpipla State (which provides all funds chargeable to the capital account), and is managed, maintained, stocked and worked by the Bombay, Baroda and Central India railway as part of the Company's system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The Rajpipla railway is debited with the actual cost of working *plus* a sum equal to 12½ per cent. on total working expenses (but not less than Rs. 300 per mensem nor more than an average of Rs. 800 per mensem) in the half-year for supervision; and in addition thereto a contribution from its net earnings to the Company's Provident Fund calculated on the basis of the Bombay, Baroda and Central India railway Provident Fund rules 6, 7 and 8. The balance in favour of, or against, the Rajpipla State is paid over to, or by it, as the case may be.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*— } As under 2 (*m*), Gaekwar's Dabhoi railway (2′ 6″ gauge).
(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin and the persons in charge thereof.—

(vii) *Power of the Rajpipla State to determine agreement.*— } The agreement may be determined by either party, at the end of any calendar half-year, on one year's notice from either side.
(viii) *Power of the Company to determine agreement.*—
(ix) *Term of agreement* [*if not determined under* (vii) *and* (viii)].—Not specified.

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | *Mileage* open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 37·37 | 13,04,522 | 49,207 | 16,890 | 1·29 | 25 | 65·68 |
| 1905 | 37·37 | 13,04,522 | 62,017 | 28,194 | 2·16 | 32 | 54·54 |
| 1906 | 37·37 | 13,04,867 | 67,137 | 32,326 | 2·49 | 35 | 51·55 |
| 1907 | 37·37 | 13,51,850 | 80,183 | 42,329 | 3·17 | 41 | 46·59 |
| 1908 | 37·37 | 13,53,352 | 81,269 | 37,482 | 2·63 | 42 | 66·18 |
| 1909 | 37·37 | 13,61,118 | 83,439 | 28,868 | 2·13 | 43 | 65·38 |
| 1910 | 37·37 | 13,64,149 | 1,02,324 | 41,189 | 3·02 | 53 | 59·75 |
| | 37·37 | 13,90,221 | 1,23,490 | 54,336 | 3·94 | 64 | 55·59 |
| 1911 | 37·37 | 13,90,288 | 1,19,151 | 44,460 | 3·20 | 61 | 62·69 |
| 1912 | 37·37 | 14,13,423 | 43,567 | 24,677 | 1·75 | 90 | 43·36 |
| 1st qr. of 1913 | 37·37 | 14,18,501 | 1,29,663 | 45,365 | 3·20 | 97 | 65·01 |
| 1913-14 | | | | | | | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 2}}{\text{Sub-heads (a) to (r)}}$ · **BOMBAY, BARODA AND CENTRAL INDIA RAILWAY SYSTEM**—*concld.*

**2 (*p*) Billimora-Kalamba railway** (2′ 6″ gauge)—

The construction of this line by the Baroda Durbar was sanctioned in 1911.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Billimora to Kalamba (sanctioned on 5th July 1911) . . . . . | ... | 35·00 | 35·00 |

**2 (*q*) Broach-Jambusar Branch railway** (2′ 6″ gauge)—

The construction of this line as an integral part of the Bombay, Baroda and Central India railway was sanctioned in 1911.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Broach to Jambusar (sanctioned on 28th April 1911) . . . . . | ... | 29·78 | 29·78 |

**2 (*r*) Petlad-Vaso railway** (2′ 6″ gauge)—

The construction of this line by the Baroda Durbar was sanctioned in 1911.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Petlad to Vaso (sanctioned on 7th June 1911) . . . . . | ... | 15·50 | 15·50 |

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

## BOMBAY PORT TRUST RAILWAY (5′ 6″ gauge)—

Sanction to the construction of this line by the Bombay Port Trust was conveyed in Railway Board's Notification No. 152, dated the 28th May 1913.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Junction of Mahim chord with Harbour branch of the Great Indian Peninsula railway to the Docks (sanctioned on 28th May 1913). | ... | 6·00 | 6·00 |

## CALCUTTA PORT COMMISSIONERS' RAILWAY (5′ 6″ gauge)—

The railway serves the godowns, warehouses, jetties, workshops, jute, sugar, tea, rice and grain depôts, timber yards, mills and coal depôts on both the Calcutta and Howrah Foreshores, and is used for goods traffic only. The railway consists of a single track, but there are a large number of sidings for crossing trains and loading goods.

The first section, from Chandpal Ghât to Kidderpore Docks, was laid in 1886, being included in the general sanction for the Docks, and was used solely for the carriage of material for the construction of the Docks. It was opened to general goods traffic in 1891.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Lines on the Calcutta Foreshore—* | | | | |
| *Main line—* | | | | |
| Cossipore (Gun Foundry Road) to Bagh Bazar | 1-6-78 | 1·14 | | |
| Bagh Bazar to Meerbohur Ghât | 1-11-75 | 1·76 | | |
| Meerbohur Ghât to Jetties | 1-6-78 | 0·84 | | |
| Jetties to Chandpal Ghât | 1-12-80 | 0·33 | | |
| Chandpal Ghât to Kidderpore Docks (Graving Dock) | 1-1-87 | 2·16 | | |
| Graving Dock to Chetla | 0-0-93 | 3·20 | | |
| | | | 9·42 | |
| *Branches—* | | | | |
| Graving Dock to Majherat | 0-0-93 | 2·34 | | |
| Dock Junction to Bengal-Nagpur railway junction | 0-0-01 | 1·35 | | |
| | | | 3·69 | |
| *Line on the Howrah Foreshore—* | | | | |
| Telkul Ghât *vid* Bhurpara Khal to Shalimar | 31-12-01 | ... | 2·23 | |
| TOTAL | ... | ... | ... | 15·34 |

**Details of construction—**

*Permanent-way.*—The Cossipore-Chandpal Ghât section is laid with steel rails weighing 75 lbs. to the yard on wooden sleepers. The Chandpal Ghât-Kidderpore Dock section is laid partly with new rails on wooden sleepers and partly with East Indian railway second-hand material on transverse wooden sleepers. The Shalimar branch is laid with 75-lb. double-headed steel rails on cast iron chairs and flanged rails spiked on sâl sleepers The Dock section is laid with 60-lb. and 75-lb. flanged and double-headed rails laid on wooden sleepers.

*Ballast.*—On the Cossipore-Chandpal Ghât section, packing and boxing is generally done with coal cinders and in some places with 1st class ballast. The Chandpal Ghât-Kidderpore Dock section is packed with brick ballast. On the Shalimar branch, packing is done with 1st class *jhama* ballast.

*Fencing.*—The line is fenced throughout. The Chandpal Ghât-Kidderpore Dock section is fenced on both sides.

*Curves.*—The radius of the sharpest curve is 250 feet.

*Gradients.*—The ruling gradient on the greater part of the railway is 1 in 300, except where the line crosses the Howrah bridge approach where the gradient is 1 in 82 and between Hastings bridge and Watgunge where the gradient is 1 in 190.

**Contract—**

Nil The line was constructed by the Port Commissioners out of Port Trust Funds and is maintained and worked by them. The land from Chandpal Ghât to Ahiritollah Ghât was originally transferred to the Commissioners by Government for which the former pay a quit rent of Rs. 37,292 per annum. The land north of Ahiritollah Ghât was acquired by the Commissioners under the Land Acquisition Act and that south of Chandpal Ghât was transferred by Government to the Commissioners.

**Statistics of working—**Not available.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (e)}}$. **EASTERN BENGAL RAILWAY SYSTEM—**

The lines owned by the late Eastern Bengal Guaranteed Railway Company were acquired by the State on the 1st July 1884, with which the Northern Bengal State and the Calcutta and South Eastern railways were amalgamated for working by the State as one undertaking under the name of the Eastern Bengal State railway.

*Date of registration of the late guaranteed company.*—1857.

**Lines comprised in the system.**—The Eastern Bengal railway system is made up of—

| | Open line. | Under construction or sanctioned for construction. | Total. |
|---|---|---|---|
| | Miles. | Miles. | Miles. |
| (*a*) Eastern Bengal railway (5′ 6″ gauge) | 507·20 | 64·39 | 571·59 |
| (*b*) Eastern Bengal railway (3′ 3½″ gauge) | 1,039·13 | ... | 1,039·13 |
| (*b*) Eastern Bengal railway (2′ 6″ gauge) | 35·10 | ... | 35·10 |
| (*c*) Cooch Behar railway (3′ 3½″ gauge) | 33·09 | ... | 33·09 |
| (*d*) Mymensingh-Jamalpur-Jagannathganj railway (3′ 3½″ gauge) | 55·22 | ... | 55·22 |
| (*e*) Sara-Sorajganj railway (5′ 6″ gauge) | ... | 49·20 | 49·20 |
| Total | 1,669·74 | 113·59 | 1,783·33 |

**Running powers—**

*Foreign line over home line :—*

| | | | |
|---|---|---|---|
| East Indian railway | Naihati to Majherat, including Kakurgachi Chord | for goods trains only | 33·25 |
| | Dum Dum Junction to Chitpore | | 1·87 |
| | | | 35·12 |

**3 (*a*) Eastern Bengal railway (5′ 6″ gauge)—**

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| EASTERN SECTION— | | | | | |
| *Main line—* | | | | | |
| Calcutta to Ranaghat | 29-9-62 | 45·25 | | | |
| Ranaghat to Jagati Junction | 15-11-62 | 61·83 | | | |
| Jagati Junction to mile 145 | 1-1-71 | 37·93 | | | |
| | 20-6-11 | 0·73 | | | |
| Mile 145 to Pachooria Junction | 1-4-90 | 3·16 | | | |
| Pachooria Junction to new Goalundo | 22-10-98 | 5·00 | | | |
| | | | 153·90 | | |
| *Branches—* | | | | | |
| *Kakurgachi Chord—* | | | | | |
| Kakurgachi Road to Gobra | 1-2-07 | 2·26 | | | |
| | | | 2·26 | | |
| *Chitpore branch—* | 25-8-73 | *0·82 | | | |
| | 13-4-88 | *1·12 | | | |
| *Chitpore Terminus Extension—* | | *0·68 | 0·94 | | * For goods traffic only. |
| Belgachhi bridge to Cossipore | 1-3-03 | *0·98 | | | |
| | 1-9-03 | | | | |
| | | | 1·66 | | |
| *Dum Dum-Chitpore low level connection—* | 10-12-13 | *1·18 | 1·18 | | |
| *Pattipooker-Chitpore connection* | 4-12-10 | *1·17 | 1·17 | | |
| *Murshidabad branch—* | | | | | |
| Ranaghat to Bhagwangola | 1-9-05 | 88·85 | | | |
| Bhagwangola to Krishnapur | 10-11-05 | 5·90 | | | |
| Krishnapur to Lalgola Ghat | 15-7-07 | 2·75 | | | |
| | | | 97·50 | | |
| *Kushtia branch—* | | | | | |
| Jagati Junction to river Ganges | 16-2-64 | 3·77 | | | |
| Kushtia loop line | 1-8-81 | 1·33 | | | |
| | | | 5·10 | | |
| *Faridpur branch—* | | | | | |
| Pachooria Junction to Shivarampore | 20-10-98 | 8·77 | | | |
| Shivarampore to Faridpur | 9-4-99 | 7·21 | | | |
| | | | 15·98 | | |
| *Durgapur Ghat Line—* | 1-7-07 | 4·51 | 4·51 | | |
| *Fakirabad Ghat line* | 5-7-12 | 3·45 | 3·45 | | |
| *Churni Extension—* | 1-1-02 | 1·50 | 1·50 | | |
| *Damukdia branch—* | | | | | |
| Poradaha to Bhairamara | 19-1-78 | 11·79 | | | |
| Bhairamara to Golabnuggur (Damukdia) | 8-12-83 | 6·64 | | | |
| Golbathan Extension | 1-1-02 | 1·05 | | | |
| | | | 19·48 | | |
| TOTAL, EASTERN SECTION | ... | ... | ... | 308·63 | |
| SOUTHERN SECTION— | | | | | |
| *Main line—* | | | | | |
| Calcutta (Beliaghata) to Sonarpur | 2-1-62 | 10·00 | | | |
| Sonarpur to Baruipur | 10-6-82 | 5·30 | | | |
| Baruipur to Magra Hat | 18-12-82 | 9·55 | | | |
| Magra Hat to Diamond Harbour | 25-4-83 | 12·69 | | | |
| Diamond Harbour towards Hara Fort | 25-4-83 | 0·42 | | | |
| Junction with Eastern section | 15-8-85 | 0·41 | | | |
| | | | 38·37 | | |
| Total, carried over | ... | | 38·37 | 308·63 | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

**Number** $\frac{\text{Main head 3}}{\text{Sub-heads } (a) \text{ to } (e)}$. **EASTERN BENGAL RAILWAY SYSTEM—*contd.***

**3 (*a*) Eastern Bengal railway** (5′ 6″ gauge)—*contd.*

**Progress in opening**—*concld.*

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Brought forward | ... | ... | 38·37 | 308·63 | |
| *Branches*— | | | | | |
| *Canning branch*— | | | | | |
| Sonarpur to Champahati | 2-1-62 | 5·00 | | | |
| Champahati to Port Canning | 15-5-63 | 12·79 | | | |
| Bandra diversion extension | 5-3-00 | 0·25 | | | |
| | 17-11-02 | 0·81 | | | |
| *Budge-Budge branch*— | | | 18·85 | | |
| Ballygunge to Budge-Budge | 1-5-90 | 18·66 | | | |
| | | | 18·66 | | |
| TOTAL, SOUTHERN SECTION | ... | ... | ... | 70·88 | |
| CENTRAL SECTION— | | | | | |
| *Main line*— | | | | | |
| Dum Dum Junction to Dattapukur | 2-4-83 | 14·25 | | | |
| Dattapukur to Gobardanga | 7-12-83 | 17·00 | | | |
| Gobardanga to Bongong | 22-4-84 | 12·00 | | | |
| Bongong to Khoolna | 16-2-84 | 61·26 | | | |
| | | | 104·51 | | |
| *Branches*— | | | | | |
| Ranaghat to Bongong | 16-10-82 | 20·50 | | | |
| Dum-Dum Cantonment to Pattipooker | 1-8-04 | 2·68 | | | |
| | | | 23·18 | | |
| TOTAL, CENTRAL SECTION | ... | ... | ... | 127·69 | |
| TOTAL OPEN MILEAGE | ... | ... | ... | 507·20 | |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | | |
| Lower Ganges bridge—Bhairamara to Junction with Eastern Bengal railway near Gopalpur (sanctioned on 10th December 1908). | ... | 14·23 | | | |
| Dum Dum Junction to Canal Junction (sanctioned on 30th June 1910). | ... | 1·66 | | | |
| Sara to Santahar (sanctioned on 28th December 1911). | ... | 48·51 | | | |
| | | | 64·39 | 64·39 | |
| GRAND TOTAL | ... | ... | ... | 571·59 | |
| DOUBLE LINE, EASTERN AND SOUTHERN SECTIONS— | | | | | |
| Calcutta to Naihati | 1-8-86 | * 2·55 | | | * Excluding the quadruple length. |
| | 21-3-87 | 0·26 | | | |
| Naihati to Kanchrapara | 20-4-92 | 4·69 | | | |
| Kanchrapara to Ranaghat | 12-11-92 | 17·56 | | | |
| Ranaghat to Aranghata | 7-8-97 | 5·50 | | | |
| Aranghata to Bogoola | 17-9-97 | 6·75 | | | |
| | 3-11-97 | 6·65 | | | |
| Bogoola to Shibnibash | 17-11-98 | 0·75 | | | |
| | 29-11-09 | 0·15 | | | |
| Shibnibash to Dursuna | 17-9-97 | 9·50 | | | |
| Dursuna to Poradaha | 7-8-97 | 27·58 | | | |
| | 27-11-09 | 0·24 | | | |
| Dum Dum Canal Junction low level connection | 10-12-13 | 1·18 | | | |
| *Chitpore branch*— | 13-4-88 | 0·82 | | | |
| Kakurgachi to Gobra | 1-2-07 | 2·26 | | | |
| Sealdah to Ballygunge | 20-10-88 | 3·50 | | | |
| | 19-9-90 | 0·36 | | | |
| Ballygunge to Jadabpur | 10-10-13 | 1·35 | | | |
| Ballygunge to Majherat | 20-11-93 | 4·00 | | | |
| Total double line | ... | ... | 95·65 | | |
| QUADRUPLE LINE, EASTERN SECTION— | | | | | |
| Kakurgachi to Dum Dum | 1-2-07 | 3·18 | | | |
| Dum Dum to Barrackpore | 12-12-13 | 10·30 | | | |
| Barrackpore to Kankinara | 21-11-13 | 7·25 | 20·68 | | |

**Details of construction**—

*Permanent-way.*—The whole of the 5′ 6″ gauge section, excepting a few short branches near Ghat stations at Goalundo and Damukdia which are still laid with old iron permanent-way, is laid with steel rails throughout.

On the Eastern section, 90-lb. flat-footed rails with wooden sleepers are laid on the newly opened double track, between Dum Dum Junction and Kakurgachi, on the low level lines between Dum Dum Junction and Chitpore, on the Pattipukur-Chitpore connection, on the up and down tracks, between Naihati and Poradaha (excepting a few short lengths where cast iron sleepers have been used) and on the lines between Poradaha and Bhairamara, Pachooria and Faridpur, Ranaghat and Krishnagar, from mile 130¾ to 137, mile 143¾ to 150½ and from mile 114½ to 118¾ of the Rajbari branch; 85-lb. bull-headed rails on Denbam and Olphert's cast iron sleepers with wooden sleepers at joints and continuous joint pattern combined fish plates and chairs on the original double line between Calcutta and Naihati and the Kakurgachi-Tiljala chord; 75-lb. flat-footed new

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

**Number** $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (e)}}$. **EASTERN BENGAL RAILWAY SYSTEM—*contd.***

**3 (*a*) Eastern Bengal railway** (5′ 6″ gauge)—*concld.*

**Details of construction**—*concld.*

pattern rails with wooden sleepers on the line between Krishnagar and Lalgolaghat; 75-lb. double-headed rails with Denham and Olphert's cast iron sleepers on portions of the line between Dum Dum Junction and Chitpore, and between Poradaha and Goalundo, including the Kushtia branch, but excluding the lengths between miles 114½ and 118½, 130¾ and 137 and 143¾ and 150½; and second-hand 62-lb. flat-footed rails with wooden sleepers on the line between Ranaghat and Churni.

On the Central section, 90-lb. flat-footed rails with wooden sleepers are laid between Dum Dum Junction and Khoolna, Dum Dum Cantonment and Pattipooker and Bongong and Ranaghat.

On the Southern section, 85-lb. bull-headed rails with Denham and Olphert's cast iron sleepers with wooden sleepers and cast iron chairs with wooden keys at joints are laid between Tiljala and Majherat; 73-lb. double-headed rails with Denham and Olphert's cast iron sleepers between Beliaghata and Tiljala, and Ballygunge and Diamond Harbour and 73-lb. double-headed rails with wooden sleepers between Sonarpur and Canning.

*Ballast.*—The main line is ballasted generally with brick ballast. Where 85-lb. bull-headed rails have been laid, brick ballast has been replaced by stone. The ballast on the lengths relaid with 90-lb. rails is also being gradually replaced with stone. The bottom ballast on the Murshidabad branch is brick and the ballasting is being completed with stone. The Canning line and the Faridpur branch are practically unballasted.

*Fencing.*—The whole of the Eastern section is fenced, except between Pachooria Junction and Goalundo and the Faridpur branch. The Southern section is fenced except the Canning branch. The Central section is fenced throughout.

*Curves.*—The sharpest curve is of 1,000 feet radius.

*Gradients.*—The ruling gradient over approaches to bridges on navigable channels is 1 in 300; elsewhere it is 1 in 1,000.

**Contracts.**—

Nil.—The line is owned and worked by the State.

*Rates and fares.*—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares for goods and coaching traffic.

**Statistics of working (Those for the periods prior to 1888 will be found in Appendix 38 to the Report for 1907.)**—

| | TABLE I. | | | | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | INCLUDES THE EASTERN BENGAL RAILWAY 3′ 3½″ AND 2′ 6″ GAUGE SECTIONS, 3 (*b*). | | | | | | | | | |
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Annuity. | Gain or loss to the State *pertaining to each year.* | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | |
| 1888 . | 673·21 | 9,36,48,486 | 1,05,19,210 | 55,25,424 | 5·90 | 28,83,744 | 20,11,011 | +6,30,669 | 283 | 47·47 |
| 1889 . | 746·40 | 9,73,16,143 | 1,11,76,674 | 61,91,625 | 6·36 | 30,18,703 | 20,43,958 | +11,28,969 | 282 | 44·60 |
| 1890 . | 763·90 | 10,04,93,109 | 1,14,78,382 | 60,70,323 | 6·04 | 30,96,150 | 18,14,110 | +11,60,063 | 271 | 47·12 |
| 1891 . | 776·57 | 10,19,64,737 | 1,26,75,440 | 65,32,100 | 6·40 | 32,01,166 | 19,48,198 | +13,82,736 | 294 | 48·47 |
| 1892 . | 812·35 | 10,48,66,143 | 1,15,56,446 | 62,38,727 | 5·94 | 33,53,707 | 21,86,396 | + 6,93,624 | 270 | 46·06 |
| 1893 . | 812·71 | 10,56,47,715 | 1,20,51,147 | 66,35,138 | 6·28 | 33,88,241 | 22,14,254 | +10,32,646 | 283 | 44·94 |
| 1894 . | 812·96 | 10,61,71,400 | 1,40,15,726 | 83,53,559 | 7·87 | 34,72,411 | 25,21,063 | +23,60,085 | 314 | 40·40 |
| 1895 . | 813·65 | 10,76,16,616 | 1,45,09,789 | 89,74,474 | 8·34 | 35,12,105 | 25,10,875 | +29,51,494 | 328 | 38·15 |
| 1896 . | 814·39 | 11,02,05,096 | 1,50,81,670 | 90,02,286 | 8·17 | 35,15,887 | 23,46,898 | +31,40,001 | 344 | 40·31 |
| 1897 . | 817·86 | 11,51,93,689 | 1,47,62,233 | 80,66,993 | 7·00 | 37,20,343 | 22,13,438 | +21,33,212 | 336 | 45·35 |
| 1898 . | 827·37 | 11,82,79,103 | 1,47,17,879 | 83,35,064 | 7·05 | 38,62,725 | 21,01,651 | +23,70,688 | 334 | 43·37 |
| 1899 . | 832·18 | 12,20,74,261 | 1,56,12,436 | 88,01,083 | 6·80 | 39,79,133 | 20,33,534 | +22,38,416 | 348 | 46·38 |
| 1900 . | 843·04 | 12,62,77,100 | 1,71,00,460 | 92,46,424 | 7·32 | 41,82,033 | 20,87,252 | +29,77,139 | 376 | 45·93 |
| 1901 . | 854·39 | 13,24,19,708 | 1,65,99,440 | 83,08,281 | 6·27 | 43,55,321 | 20,93,467 | +18,59,493 | 360 | 49·95 |
| 1902 . | 898·18 | 14,04,06,863 | 1,76,93,098 | 91,48,340 | 6·52 | 46,69,423 | 20,88,413 | +23,90,504 | 381 | 48·27 |
| 1903 . | 897·37 | 15,21,86,102 | 1,81,52,428 | 88,57,094 | 5·82 | 50,13,395 | 20,87,434 | +17,56,325 | 375 | 51·20 |
| 1904 . | 971·31 | 16,55,23,769 | 1,94,63,068 | 88,25,972 | 5·33 | 54,62,375 | 20,87,434 | +12,39,966 | 374 | 54·67 |
| 1905 . | 1,234·96 | 19,05,88,052 | 2,05,73,194 | 96,19,904 | 5·04 | 59,23,924 | 20,87,434 | +16,08,546 | 348 | 52·78 |
| 1906 . | 1,271·29 | 20,23,66,593 | 2,46,31,081 | 1,06,08,661 | 5·24 | 63,54,092 | 20,87,434 | +16,67,135 | 360 | 56·93 |
| 1907 . | 1,273·61 | 21,54,21,452 | 2,65,68,569 | 1,03,15,781 | 4·79 | 63,94,610 | 20,87,434 | +18,33,737 | 389 | 61·17 |
| 1908 . | 1,274·47 | 22,87,26,095 | 2,73,15,420 | 81,99,105 | 3·58 | 70,30,092 | 20,87,434 | −9,18,421 | 412 | 69·98 |
| 1909 . | 1,503·09 | 24,27,44,601 | 2,77,24,064 | 97,10,666 | 4·00 | 73,15,941 | 20,87,434 | +3,07,291 | 355 | 64·97 |
| 1910 . | 1,507·73 | 25,55,91,026 | 2,83,74,562 | 1,16,98,257 | 4·58 | 75,34,551 | 20,87,434 | +20,76,272 | 366 | 58·77 |
| 1911 . | 1,509·62 | 27,11,51,904 | 3,15,19,633 | 1,17,55,233 | 4·33 | 79,48,531 | 20,87,434 | +17,19,268 | 402 | 62·70 |
| 1912 . | 1,569·83 | 29,00,69,252 | 3,43,33,589 | 1,39,40,687 | 4·81 | 84,00,069 | 20,87,434 | +34,53,184 | 429 | 59·40 |
| 1st qr. of 1913. . | 1,571·68 | 27,69,63,503 | 89,52,207 | 34,79,977 | 1·26 | 21,70,558 | 5,21,859 | + 7,87,560 | 438 | 61·13 |
| 1913-14 . | 1,581·43 | 32,69,98,603 | 3,75,42,065 | 1,66,52,046 | 5·09 | 1,04,87,669 | 20,87,434 | +40,76,943 | 460 | 55·64 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (e)}}$ **EASTERN BENGAL RAILWAY SYSTEM—*contd.***

**3 (*b*) Eastern Bengal railway (3′ 3½″ gauge)—**

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| *Main line—* | | | | | |
| *Sara to Siliguri—* | | | | | |
| Sara to Atrai | 19-1-78 | 38·75 | | | |
| Atrai to Jalpaiguri | 26-8-77 | 134·25 | | | |
| Jalpaiguri to Siliguri | 10-6-78 | 23·85 | | | |
| | | | 196·85 | | |
| *Manihari Ghat to Gauhati—* | | | | | |
| Manihari Ghat to Katihar | 1-4-87 | 27·12 | | | |
| Junction with the Bengal and North-Western railway at Katihar. | 8-3-01 | 0·69 | | | |
| Katihar to Rayganj | 1-7-89 | 37·49 | | | |
| Rayganj to Dinagepore | 15-2-88 | 32·68 | | | |
| Dinagepore to Chirir Bandar | 16-5-84 | 8·75 | | | |
| Chirir Bandar to Parbatipur Junction | 1-7-83 | 10·01 | | | |
| Parbatipur Junction to Shampur | 19-5-78 | 15·74 | | | |
| Shampur to Rungpore | 2-7-78 | 7·50 | | | |
| Rungpore to Kaunia | 1-6-79 | 11·25 | | | |
| *Kaunia to Mogalhat (including Teesta Bridge) | 1-4-01 | 17·19 | | | *The line between Teesta Junction and Mogalhat was originally opened on the 2′ 6″ gauge as a part of the Kaunia-Dharlla (2′ 6″ gauge) branch on 16th February 1892. |
| Mogalhat to Gitaldaha Junction | 2-1-02 | 1·86 | | | |
| Gitaldaha to Golakganj | 23-9-02 | 24·91 | | | |
| Golakganj to Kokrajhar | 1-2-06 | 35·75 | | | |
| Kokrajhar to Sorbhog | 1-3-09 | 39·73 | | | |
| Sorbhog to Amingaon (on the right bank of the Brahmaputra). | 1-4-09 | 67·27 | | | |
| Pandu (on the left bank of the Brahmaputra) to Gauhati. | 1-1-10 | 5·00 | | | |
| | | | 342·94 | | |
| *Loop Line—* | | | | | |
| Santahar to Bogra | 1-4-99 | 24·50 | | | |
| Bogra to Mohimaganj | 5-4-00 | 22·02 | | | |
| Mohimaganj to Bonarpara | 1-8-00 | 4·60 | | | |
| Bonarpara to Kaunia | 1-7-05 | 44·47 | | | |
| | | | 95·59 | | |
| *Branches and extensions—* | | | | | |
| *Kosi branch—* | | | | | |
| Katihar to Kasba | 1-4-87 | 22·10 | | | |
| Kasba to Forbesganj | 1-7-89 | 37·97 | | | |
| Forbesganj to Jogbani | 15-2-09 | 7·40 | | | |
| | | | 67·47 | | |
| *Godagari extension—* | | | | | |
| Katihar to Godagari | 1-1-09 | 105·11 | | | |
| | | | 105·11 | | |
| *Kissengunge branch—* | | | | | |
| Barsoi to Kissengunge | 15-12-92 | 35·11 | | | |
| | | | 35·11 | | |
| Total carried over | ... | ... | ... | 842·07 | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (e)}}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

**3 (*b*) Eastern Bengal railway (3' 3½" gauge)**—*contd.*

**Progress in opening**—*concld.*

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Brought forward . . | ... | ... | ... | 843·07 | * This line was originally on the 2' 6" gauge, but was converted to, and opened on, the 3' 3½" gauge up to Raja Bhatkhawa from 18th April 1910 and up to Jainti from 1st May 1910. |
| * *Santrabari extension of the Cooch Behar railway (British section)*— | | | | | |
| South bank of Kaljani river to Alipur Duar . | 18-1-00 | 0·64 | | | |
| Alipur Duar to Raja Bhat Khawa . . . | 5-4-00 | 9·97 | | | |
| Raja Bhat Khawa to Jainti . . . . . | 1-2-01 | 9·18 | | | |
| | | | 19·79 | | |
| *Dhubri branch*— | | | | | |
| Golakganj to Dhubri . . . . . | 23-9-02 | 13·60 | | | |
| | | | 13·60 | | |
| *Fulchhari branch*— | | | | | |
| Bonarpara to Fulchhari . . . . . | 1-9-00 | 8·25 | | | |
| | | | 8·25 | | |
| *Balsingpara extension*— | | | | | |
| Raja Bhat Khawa to Kalchini . . . . | 1-4-12 | 7·34 | | | |
| Kalchini to Hasmara . . . . . | 1-4-13 | 6·66 | | | |
| Hasmara to Dalsingpara . . . . . | 15-1-14 | 3·52 | | | |
| | | | 17·52 | | |
| *Tangla extension*— | | | | | |
| Rangiya to Tangla . . . . . | 1-8-12 | 24·32 | | | |
| | | | 24·32 | | |
| *Dacca section*— | | | | | |
| *Main line*— | | | | | |
| Narayanganj to Dacca . . . . . | 4-1-85 | 10·25 | | | |
| Dacca to Jaydebpur . . . . . | 1-8-85 | 20·10 | | | |
| Jaydebpur to Gafargaon . . . . . | 1-8-85 | 32·50 | | | |
| Gafargaon to Mymensingh . . . . . | 1-8-85 | 23·52 | | | |
| | | | 86·37 | | |
| *Fulchhari extension*— | | | | | |
| Singhjani to Fulchhari . . . . . | 18-8-12 | 26·21 | | | |
| | | | 26·21 | | |
| | | | | 192·54 | |
| TOTAL . . | ... | ... | ... | 1,039·13 | |

**Details of construction**—

*Permanent-way.*—The permanent-way on the whole of the 3' 3½" gauge section consists of 50-lb. flat-footed steel rails on wooden sleepers, with the following exceptions :—

Manihari Ghat to Katihar, Jalalgarh to Jogbani, Golakganj to Dhubri, the Santrabari extension of the Cooch Behar railway (British section) and Singhjani-Bahadurabad section of the Singhjani-Fulchhari extension which are laid with 41½-lb. flat-footed steel rails on wooden sleepers; the section from Narayanganj to Mymensingh where it is of second hand 64-lb. double-headed steel rails for about. 9 miles and second hand 62-lb. flat-footed steel rails for the remainder, except a small portion in certain station yards which are still laid with 41½-lb. flat-footed steel rails; and the Rangiya-Tangla extension and the line from Raja Bhat Khawa to Hasmara which are laid with second hand 41½-lb. flat-footed steel rails on wooden sleepers.

*Ballast.*—The whole of the line, except the portions from Golakganj Junction to Dhubri, Forbesganj to Jogbani, Rangiya to Tangla, Raja Bhat Khawa to Kalchini and Singhjani to Fulchhari is ballasted or shortly to be ballasted. The ballast is brick, stone or shingle.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (e)}}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

### 3 (*b*) Eastern Bengal railway (3′ 3⅜″ gauge)—*concld.*

**Details of construction**—*concld.*

*Fencing.*—The whole of the 3′ 3⅜″ gauge lines are fenced, except the sections Santahar to Kaunia, Bonarpara to Fulchhari, Barsoi to Kissengunge, Forbesgunj to Jogbani, Golakganj to Dhubri, the Santrabari extension of the Cooch Behar railway (British section), Rangiya to Tangla, Raja Bhat Khawa to Dalsingpara and Dacca to Mymensingh, the Gauhati extension and the Singbjani-Fulchhari extension. On the unfenced sections the station yards are usually fenced.

*Curves.*—The sharpest curve is of 500 feet radius.

*Gradients.*—The ruling gradient on the 3′ 3⅜″ gauge section is 1 in 200 which occurs at the approaches of large bridges and fairly frequently and for long lengths on the Gauhati extension where there are also short lengths of 1 in 100 and 1 in 128 between Pandu station and Gauhati. On the British section of the Santrabari extension of the Cooch Behar railway and the section from Raja Bhat Khawa to Kalchini the ruling gradients on the last few miles near the hills are 1 in 100, and 1 in 150, respectively, but there is a small length of 1 in 50 between Buxa Road and Jainti.

**Contracts**—

Nil.—The line is owned and worked by the State.

**Statistics of working**—

Included with 5′ 6″ gauge section, 3 (*a*).

### 3 (*b*) Eastern Bengal railway (2′ 6″ gauge)—

The Ranaghat-Krishnagar branch has been amalgamated with the Eastern Bengal railway system from 1st July 1904. The Teesta-Kurigram branch was originally a portion of the 2′ 6″ gauge lines from Teesta Junction to Mogalhat and Jatrapur, known as the Kaunia-Dharlla branch. The line from Teesta Junction to Mogalhat has been converted to the 3′ 3⅜″ gauge and now forms part of the "Kaunia-Dhubri section." The line from Kurigram to Jatrapur has been abandoned.

**Progress in opening**—

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| *Ranaghat-Krishnagar branch*— | | | |
| Aistala Ghat (right bank of the Churni river) near Ranaghat to Krishnagar | 5-4-99 | 20·25 | |
| *Teesta-Kurigram branch*— | | | |
| Teesta Junction to Kurigram | 18-7-81 | 14·85 | |
| TOTAL | ... | ... | 35·10 |

**Details of construction**—

*Permanent-way.*—On the Ranaghat-Krishnagar and Teesta-Kurigram branches the rails are flat-footed steel, 25 lbs. per yard; the sleepers are pynkado and sâl.

*Ballast.*—The Ranaghat-Krishnagar branch is brick ballasted and the Teesta-Kurigram branch is not ballasted.

*Fencing.*—No lines on the 2′ 6″ gauge are fenced.

*Curves.*—The sharpest curve is of 500 feet radius.

*Gradients.*—No grade on the Ranaghat-Krishnagar and Teesta-Kurigram branches exceeds 1 in 200.

**Contracts**—

Nil.—The line is owned and worked by the State.

**Statistics of working.**—

Included with 5′ 6″ gauge section, 3 (*a*).

### 3 (*c*) Cooch Behar railway (3′ 3⅜″ gauge)—

**Progress in opening**—

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| *Main line*— | | | | | |
| Gitaldaha to Manshahi Junction | 15-9-93 | 18·31 | | | This line was originally on the 2′ 6″ gauge, but was converted to, and opened on, the 3′ 3⅜″ gauge up to Cooch Behar from 14th February 1910 and up to the end of the Native State section from 1st May 1910. |
| Manshahi Junction to the town of Cooch Behar | 15-12-98 | 3·22 | | | |
| Torsa Bridge | 16-5-00 | 0·11 | 21·64 | | |
| *Cooch Behar-Santrabari extension (Native State section)*— | | | | | |
| Cooch Behar to temporary Alipur Duar (Kholta) | 15-4-99 | 10·96 | | | |
| Temporary Alipur Duar (Kholta) to the South Bank of the Kaljani river. | 18-1-00 | 0·49 | 11·45 | | |
| TOTAL | ... | ... | ... | 33·09 | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (e)}}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

**3 (c) Cooch Behar railway** (3′ 3§″ gauge)—*concld.*

**Details of construction—**

*Permanent-way.*—The permanent-way consists of flat-footed steel rails, 41¼ lbs. per yard, laid on sál sleepers.
*Ballast.*—The line is laid without ballast, but arrangements are being made to ballast it.
*Fencing.*—The line is unfenced.
*Curves.*—The sharpest curve is of 1,300 feet radius.

*Gradients.*—The ruling gradient is 1 in 100.

**Agreement—**

Dated the 25th February 1907, having effect from the 1st January 1907, *between the Secretary of State and His Highness the Maharaja of Cooch Behar*, as to the management, maintenance and working of the Cooch Behar railway by the Eastern Bengál railway.

**Main provisions of agreement—**

(i) *Land*—
(ii) *Government aid.*— } The railway is the property of the Cooch Behar Durbar, which provides all funds not contemplated in clause 2 of the agreement required for the completion and equipment of the line from time to time, and it is managed, maintained and worked by the agency of the Eastern Bengal railway.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance and working, the Eastern Bengal railway retains 40 per cent of the gross earnings: provided that when the stock of the Eastern Bengal railway is used for the conveyance of any traffic on the Cooch Behar railway, the Eastern Bengal railway retains up to, but not exceeding, 45 per cent of the gross earnings obtained from the use of such stock. The remainder, being the net earnings of the Branch, is paid over to the Durbar.

(v) *Rates and fares.*—The Administration of the Eastern Bengal railway has full control over the rates and fares on the Cooch Behar railway, subject to the maxima and minima prescribed by the Government of India in schedule A appended to the agreement (certain station to station rates applicable after the opening of the Dharlla bridge are prescribed in schedule B to the agreement).

(vi) *Special obligations as to the conveyance of*—

(*a*) Mails, troops, police, high Government officials and Government stores.—Mails are conveyed in accordance with rules in force on State railways. There is no special provision in the agreement for the carriage of troops, high Government officials and Government stores.
(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Cooch Behar Durbar to determine agreement.*— } Terminable on the expiry of six months' notice from either side.
(ix) *Term of agreement.*—Until determined under (vii) and (viii).

**Statistics of working (Those for the periods prior to 1904 will be found in appendix 38 to the Report for 1907.)—**

| | Table I. | | | | | Table II. | | |
|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. | Remarks. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 | 3 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | | |
| 1904 . . | 33·60 | 14,71,331 | 1,47,575 | 86,996 | 5·91 | 84 | 41·05 | *The increase in 1906 and 1907, and the decrease in 1909, are chiefly due to the cost of repairs of damages caused by floods in 1906, which were originally debited to Revenue in 1906 and 1907 having been written back to capital in 1909.<br>† The increase is due chiefly to the debit to Revenue of the cost of repairs of flood damages. |
| 1905 . . | 33·60 | 14,82,893 | 1,48,488 | 86,233 | 5·82 | 85 | 41·20 | |
| 1906 . . | 33·60 | 14,87,786 | 1,68,754 | 77,815 | 5·23 | 97 | 53·89* | |
| 1907 . . | 33·60 | 15,20,857 | 1,79,263 | 91,484 | 6·01 | 103 | 48·97* | |
| 1908 . . | 33·60 | 15,17,033 | 1,96,254 | 1,14,883 | 7·57 | 112 | 41·48 | |
| 1909 . . | 33·60 | 17,71,558 | 1,91,077 | 1,39,144 | 7·85 | 109 | 27·17* | |
| 1910 . . | 33·27 | 20,45,637 | 2,03,510 | 1,08,039 | 5·28 | 118 | 45·91† | |
| 1911 . . | 33·09 | 19,08,477 | 2,61,711 | 1,12,360 | 6·20 | 152 | 45·23 | |
| 1912 . . | 33·09 | 19,30,869 | 2,71,097 | 1,46,019 | 7·56 | 157 | 46·13 | |
| 1st qr. of 1913. | 33·09 | 19,49,585 | 77,277 | 41,562 | 8·52 | 180 | 46·34 | |
| 1913-14 . | 33·09 | 20,22,791 | 3,00,374 | 1,63,808 | 8·05 | 175 | 45·46 | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (e)}}$. **EASTERN BENGAL RAILWAY SYSTEM—*contd.***

**3 (*d*) Mymensingh-Jamalpur-Jagannathganj railway (3′ 3⅜″ gauge)—**

*Date of registration of the Company.*—9th June 1899.

This line, which terminates on the Brahmaputra river, is connected with the Eastern section of the Eastern Bengal railway at Goalundo by the India General Navigation and Railway and River Steam Navigation Companies' steamer services. The new Singhjani-Fulchhari extension, starting at Singhjani, a station on this line, links it with the Northern section of the Eastern Bengal railway at Fulchhari.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Mymensingh to Singhjani | 15-10-98 | 33·32 | |
| Singhjani to Jagannathganj | 15-10-99 | 21·90 | |
| TOTAL | ... | ... | 55·22 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on sâl sleepers.

*Ballast.*—The line is ballasted throughout with brick.

*Fencing.*—The line is fenced only at stations and through the town of Mymensingh.

*Curves.*—The sharpest curve is of 2,685 feet radius.

*Gradients.*—The ruling gradient is 1 in 300.

**Agreements and contract—**

Agreement, dated the 6th January 1897 (called the preliminary agreement) } *between the Secretary of State and the India General Steam Navigation Company* (called the Old Company), as to the construction, management, maintenance and working of the Mymensingh-Jamalpur-Jagannathganj branch railway.
Contract, dated the 6th January 1897 (called the scheduled contract) }

Agreement, dated the 3rd October 1899, (supplemental to the preliminary agreement and scheduled contract of 1897), *between the India General Steam Navigation Company* (called the Old Company) and Messrs. W. H. Cheetham, C. C. Kilburn, and A. Pointon, merchants, the liquidators thereof, *the India General Navigation and Railway Company* (called the New Company), *and the Secretary of State*, as to the substitution, as from the 1st July 1899, of the New Company for the Old Company as a party to the preliminary agreement and the scheduled contract, respectively, and for the transfer of the domicile of the Mymensingh-Jamalpur-Jagannathganj branch railway Head Office from Calcutta to London.

**Main provisions of agreements and contract—**

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—For the more convenient and economical construction of the railway its execution was undertaken by the Government, who also stock, manage, maintain and work it through the agency of the Eastern Bengal railway. The Government agree to allow to the Company, in respect of each calendar year, by way of rebate, such a sum not exceeding in any year the net earnings from traffic interchanged between the Eastern Bengal railway system and the Company's railway only, as shall together with the Company's net earnings for the year, make up 3½ per cent. per annum, on the actual capital expenditure on the branch, (Mymensingh is to be considered a station on the Eastern Bengal railway system, and cross traffic passing over the Company's line when booked through between stations on the Dacca-Mymensingh section and other stations on the Eastern Bengal railway is not to be taken into account in calculating rebate).

(iii) *Terms of working.*— } For management, maintenance, working and the use of rolling-stock,
(iv) *Distribution of profits.*— } the Eastern Bengal railway retains 45 per cent. of the gross earnings of the branch; the remainder, being the net earnings, is paid over to the Company.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 3}}{\text{Sub-heads (a) to (e)}}$. **EASTERN BENGAL RAILWAY SYSTEM**—*contd.*

**3 (*d*) Mymensingh Jamalpur-Jagannathganj railway** (3′ 3⅜″ gauge)—*concld.*

Main provisions of agreements and contract—*concld.*

(v) *Rates and fares.*—To be arranged between the Government and the working agency, subject to the condition that they are to be within the maxima and minima, and that the classification of goods is to be in conformity with that in force on the Eastern Bengal railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vii) *Power of the Government to determine contract.*—Government may determine the contract on 12 months' notice either on—

(*a*) the 31st December 1919, or at the end of any subsequent period of 10 years, in which case the Government undertake to pay to the Company in rupees a sum equal to 25 times the amount of the average yearly net earnings, not including rebate payments, derived by the Company from the branch railway during the three years immediately preceding the time at which the contract is determined, provided that such sum shall not exceed by more than 20 per cent. the total capital expenditure of the Company, nor be less than such total capital expenditure; or

(*b*) on the 31st December 1948, in which case the Government undertake to pay to the Company a sum equal to the total capital expenditure in rupees.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—Until determined under (vii).

**Statistics of working—**

| | Table I. | | | | | | | | Table II. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Rebate from the Eastern Bengal railway. | Total income. | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. | Remarks. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | 1 | 2 | 3 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | | |
| 1898 . | 33·07 | 10,44,633 | 7,660 | 4,213 | 0·40 | ... | 4,213 | 0·40 | 27 | 45·00 | |
| 1899 . | 53·37 | 16,11,248 | 66,499 | 36,575 | 2·27 | ... | 36,575 | 2·27 | 35 | 45·00 | *The increase is due to the expenditure incurred on terminals at Jagannathganj. |
| 1900 . | 53·37 | 18,78,395 | 1,62,028 | 89,116 | 4·74 | ... | 89,116 | 4·74 | 58 | 45·00 | |
| 1901 . | 53·37 | 20,84,346 | 1,67,736 | 92,265 | 4·43 | ... | 92,265 | 4·43 | 60 | 45·00 | |
| 1902 . | 53·14 | 22,85,677 | 2,05,251 | 1,12,888 | 4·94 | ... | 1,12,888 | 4·94 | 74 | 45·00 | |
| 1903 . | 52·70 | 23,28,917 | 2,22,825 | 1,19,573 | 5·13 | ... | 1,19,573 | 5·13 | 82 | *46·34 | |
| 1904 . | 51·37 | 22,51,113 | 2,21,168 | 1,18,336 | 5·03 | ... | 1,18,336 | 5·03 | 81 | *46·49 | |
| 1905 . | 50·69 | 23,86,029 | 2,16,642 | 1,18,748 | 4·98 | ... | 1,18,748 | 4·98 | 81 | *45·19 | |
| 1906 . | 53·22 | 24,15,248 | 2,72,929 | 1,50,030 | 6·21 | ... | 1,50,030 | 6·21 | 103 | *45·03 | †The increase is due to the expenditure incurred on diverting about 4 miles of main line near Bidyaganj. |
| 1907 . | 53·90 | 24,34,018 | 3,31,673 | 1,82,402 | 7·50 | ... | 1,82,402 | 7·50 | 122 | 45·00 | |
| 1908 . | 53·91 | 24,50,870 | 3,94,866 | 2,17,176 | 8·86 | ... | 2,17,176 | 8·86 | 141 | 45·00 | |
| 1909 . | 54·55 | 24,84,174 | 3,80,917 | 2,09,504 | 8·43 | ... | 2,09,504 | 8·43 | 134 | 45·00 | |
| 1910 . | 55·51 | 25,31,451 | 3,78,228 | 2,08,025 | 8·22 | ... | 2,08,025 | 8·22 | 133 | 45·00 | |
| 1911 . | 55·22 | 25,72,135 | 3,96,262 | 2,17,944 | 8·47 | ... | 2,17,944 | 8·47 | 137 | 45·00 | |
| 1912 . | 55·22 | 26,27,077 | 3,96,790 | 2,18,235 | 8·31 | ... | 2,18,235 | 8·31 | 138 | 45·00 | |
| 1st qr. of 1913. | 55·22 | 26,46,049 | 99,227 | 54,575 | 2·06 | ... | 54,575 | 2·06 | 138 | 45·00 | |
| 1913-14. | 55·22 | 26,39,250 | 5,11,305 | 2,57,198 | 9·74 | ... | 2,57,198 | 9·74 | 178 | †49·70 | |

**3 (*e*) Sara-Serajganj railway** (5′ 6″ gauge)—

*Date of registration of the Company—1913.*

The construction of this line by the Eastern Bengal railway on behalf of a Branch Line Company was sanctioned in Railway Board's Notification No. 277, dated the 10th October 1913.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Ishurdi to Serajganj (sanctioned on 10th October 1913) . . . . . | ... | 49·20 | 49·20 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 4}{\text{Sub-heads } (a) \text{ to } (e)}$. **EAST INDIAN RAILWAY SYSTEM—**

*Chairman.*—Sir Frederick R. Upcott, K.C.V.O., C.S.I.

*Secretary.*—Charles W. Young, Esq.

*Offices.*—28-30, Nicholas Lane, London, E. C.

*Date of registration of the old guaranteed company.*—1849.

**Lines comprised in the system.**—The East Indian railway system is made up of—

| | Open line. | Under construction or sanctioned for construction. | Total. |
|---|---|---|---|
| | Miles. | Miles. | Miles. |
| (*a*) East Indian railway (5′ 6″ gauge) | 2,424·20 | 44·18 | 2,468·38 |
| (*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge) | 192·12 | 14·81 | 206·93 |
| (*c*) South Bihar railway (5′ 6″ gauge) | 79·19 | ... | 79·19 |
| (*d*) Tarkessur railway (5′ 6″ gauge) | 22·21 | ... | 22·21 |
| (*e*) Jind-Panipat railway (Native State Section) (5′ 6″) | ... | 28·80 | 28·80 |
| Total | 2,717·72 | 87·79 | 2,805·51 |

**Running powers—**

| | Miles. |
|---|---|
| *Home line over Foreign lines :—* | |
| Idgah Agra to Agra Fort, Bombay, Baroda and Central India (3′ 3⅜″ gauge) railway, for goods trains only | 1·24 |
| Naihati to Majherat, Eastern Bengal railway | 31·25 |
| Canal Junction to Chhipore „ „ „ } for goods trains only | 1·75 |
| Moghal Sarai to Benares Cantonment, Oudh and Rohilkhand railway, for certain passenger trains only | 10·00 |
| Idgah Agra to Agra Cantonment, Great Indian Peninsula railway, for goods trains only | 1·46 |
| Total | 45·70 |
| *Foreign lines over Home line :—* | |
| Bengal-Nagpur railway at Katni } for passenger and goods trains | 0·30 |
| „ „ „ at Katrasgarh } | 0·66 |
| „ „ „ at Asansol } | 0·50 |
| „ „ „ at Howrah, for passenger trains only | 1·00 |
| Great Indian Peninsula railway at Cawnpore, for passenger trains 0·97 mile and for goods trains 0·52 mile | 1·49 |
| „ „ „ at Katni, for goods trains only | 0·88 |
| „ „ „ at Manikpur } for passenger and goods trains. | 0·63 |
| North Western and Oudh and Rohilkhand railways, Ghaziabad to Delhi ... | 13·00 |
| Total | 17·96 |

**4 (*a*) East Indian railway (5′ 6″ gauge)—**

The lines owned by the late East Indian Guaranteed Railway Company were purchased by the State in 1879, and all the contracts then subsisting between the Secretary of State and the company (except those relating to debentures or debenture stock) were determined. The purchase price was £32,750,000, and it was provided that this should be paid in the form of a terminable annuity of the amount of £1 473,750, payable from the 1st January 1880 to the 14th February 1953. One-fifth of the annuity was deferred, and the holders of this portion (representing a capital sum of £6,550,000) constitute the present East Indian Railway Company. Since the purchase certain state branch lines were incorporated in the undertaking.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| Howrah to Hooghly | 15-8-54 | 23·23 | | |
| Hooghly to Pundooah | 1-9-54 | 14·31 | | |
| Pundooah to Khana Junction | 3-2-55 | 36·94 | | |
| Khana Junction to Raneegunge | 3-2-55 | 45·71 | | |
| Raneegunge to Siarsol (near Asansol) | 21-7-63 | 1·70 | | |
| Siarsol (near Asansol) to Sitarampur | 1-1-65 | 15·15 | | |
| Sitarampur to Luckeeserai Junction | 1-1-71 | 123·82 | | |
| Luckeeserai to Dinapore | 17-11-62 | 62·42 | | |
| Dinapore to Moghal Sarai | 22-12-62 | 125·92 | | |
| Moghal Sarai to Mirzapur | 1-1-64 | 39·28 | | |
| Mirzapur to South Bank, Jumna | 4-4-64 | 52·64 | | |
| Jumna Bridge to Allahabad | 15-8-65 | 2·75 | | |
| Allahabad to Cawnpore | 3-3-59 | 119·47 | | |
| Cawnpore to Etawah | 1-7-61 | 86·46 | | |
| Etawah to Shikohabad | 13-11-61 | 34·39 | | |
| Shikohabad to Tundla Junction | 1-4-62 | 22·92 | | |
| Tundla Junction to Aligarh | 1-3-63 | 48·56 | | |
| Aligarh to Chola (Bulandshahr Road) | 1-4-64 | 35·54 | | |
| Chola to Delhi (South Bank, Jumna) | 1-8-64 | 41·29 | | |
| Delhi Terminus | 1-1-67 | 1·78 | | |
| | | | 956·28 | |
| *Loop line—* | | | | |
| Khana Junction to River Adjai | 3-10-58 | 19·00 | | |
| River Adjai to Sainthia | 3-9-59 | 25·12 | | |
| Sainthia to Tinpahar | 15-10-60 | 76·12 | | |
| Tinpahar to Bhagalpur | 1-11-61 | 69·15 | | |
| Bhagalpur to Jamalpur | 10-2-62 | 33·03 | | |
| Jamalpur to Kiul | 17-11-62 | 28·00 | | |
| | | | 250·42 | |
| Carried over | ... | ... | ... | 1,206·70 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (e)}}$ . **EAST INDIAN RAILWAY SYSTEM**—*contd.*

**4 (*a*) East Indian railway** (5′ 6″ gauge)—*contd.*

**Progress in opening**—*contd.*

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Brought forward | ... | ... | ... | 1,206·70 |
| *Grand Chord*— | | | | |
| Sitarampur to Barakar | 1-1-65 | 5·43 | | |
| Barakar to Dhanbaid | 20-5-94 | 25·75 | | |
| Dhanbaid to Paharpur | 1-1-07 | 103·69 | | |
| Paharpur to Manpur | 15-8-06 | 17·42 | | |
| Gya to Moghal Sarai | 1-8-09 | 126·11 | | |
| | | | 278·40 | |
| *Branches*— | | | | |
| *Bhadreswar branch*— | | | | |
| Bhadreswar Junction to the river bank | 6-12-52 | 2·60 | | |
| | | | 2·60 | |
| *Hooghly bridge branch*— | | | | |
| Hooghly Junction to Naihati | 15-3-87 | 4·47 | | |
| | | | 4·47 | |
| *Ondal loop*— | | | | |
| Ondal to Baboisole | 1-5-64 | 2·03 | | |
| Baboisole to Mangalpur | 1-1-63 | 2·74 | | |
| Mangalpur to Toposi | 2-2-63 | 2·65 | | |
| Toposi to Ikrah Junction | 15-4-94 | 2·42 | | |
| Ikrah Junction to Gaurangdi | 1-6-95 | 14·16 | | |
| Gaurangdi to Rupnaraimpur | 30-3-95 | 7·54 | | |
| | | | 31·54 | |
| *Ikrah branch*— | | | | |
| Ikrah Junction to Barabani | 15-4-94 | 8·40 | | |
| Barabani to Sitarampur | 15-4-02 | 6·98 | | |
| | | | 15·38 | |
| *Katras branch*— | | | | |
| Dhanbaid to Katrasgarh | 20-5-94 | 9·11 | | |
| | | | 9·11 | |
| *Salanpur branch*— | | | | |
| Salanpur to Shamdi | 7-9-94<br>1-1-97 | 4·29<br>1·24 | | |
| | | | 5·53 | |
| *Chanch branch*— | | | | |
| Chanch block hut to mile 197·30 | 1-2-93<br>5-8-96 | 2·84<br>1·00 | | |
| | | | 3·88 | |
| *Barabani extension*— | | | | |
| Toposi to Barabani | 15-6-08 | 3·79 | | |
| | | | 3·79 | |
| *Ondal-Sainthia Chord*— | | | | |
| Ondal to Sainthia | 1-1-07 | 43·91 | | |
| | | | 43·91 | |
| *Shikohabad-Farukhabad branch*— | | | | |
| Shikohabad to Mainpuri | 1-3-05 | 29·71 | | |
| Mainpuri to Bhongaon | 17-8-05 | 8·63 | | |
| Bhongaon to Farukhabad | 1-1-06 | 27·61 | | |
| | | | 65·95 | |
| *Hapur branch*— | | | | |
| Khurja to Hapur | 15-4-07 | 38·81 | | |
| | | | 38·81 | |
| *Pandra branch*— | | | | |
| From Pandra block hut to mile 151·41 on Pandra branch | 26-11-00 | 2·66 | | |
| | | | 2·66 | |
| *Pathardihi extension*— | | | | |
| Kasunda to Jharia | 30-6-95 | 4·60 | | |
| Jharia to Pathardihi | 30-6-95<br>15-7-96 | 3·40<br>1·77 | | |
| | | | 9·77 | |
| *Pathardihi-Pradhankhunta Chord*— | | | | |
| Pathardihi to Pradhankhunta | 1-1-13 | 9·59 | | |
| | | | 9·59 | |
| *Giridih branch*— | | | | |
| Madhupur Junction to Giridih | 1-1-71 | 26·70 | | |
| | | | 26·70 | |
| *Colliery lines*— | | | | |
| *Katras-Khanoodih extension*— | | | | |
| Katrasgarh to Khanoodih | 7-3-03 | 7·17 | | |
| *Dhanbaid-Jharia Chord*— | | | | |
| Dhanbaid to Jharia | 1-5-03 | 3·75 | | |
| *Katras Mulkera cross connection*— | | | | |
| Northern half of connection | 15-8-03 | 0·66 | | |
| | | | 11·58 | |
| Kusunda-Tetulmari extension (including portion of Chandur branch). | 20-4-07 | 3·15 | | |
| | | | 3·15 | |
| | | | | 566·32 |
| Carried over | ... | ... | ... | 1,773·52 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (e)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

**4 (*a*) East Indian railway (5′ 6″ gauge)**—*contd.*

**Progress in opening**—*contd.*

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Brought forward | ... | ... | ... | 1,773·52 |
| *Mokameh Ghât branch*— | | | | |
| Tal Junction to Mokameh Junction *vid* Mokameh Ghât | 1-5-83 | 3·70 | 3·70 | |
| *Patna-Gya branch*— | | | | |
| Bankipore Junction to Bankipore | 2-6-79 | 0·25 | | |
| Bankipore to Jehanabad | 21-4-79 | 28·95 | | |
| Jehanabad to Gya | 2-6-79 | 28·48 | 57·68 | |
| *Barun-Daltonganj branch*— | | | | |
| Sone East Bank (Barun) to Rajhara | 3-5-02 | 67·30 | | |
| Rajhara to Daltonganj | 15-12-02 | 10·72 | 78·02 | |
| *Digha Ghât branch*— | | | | |
| Bankipore Junction to Digha Ghât | 2-4-85 | 5·53 | 5·53 | |
| *Tarighat branch*— | | | | |
| Dildarnagar Junction to Tarighat | 5-10-80 | 12·00 | 12·00 | |
| *Patna Ghât branch*— | | | | |
| Patna to Patna Ghât | 17-11-62 | 0·87 | 0·87 | |
| *Benares chord*— | | | | |
| Dihwa Block hut to Bechupur (Oudh and Rohilkhand railway.) | 14-5-10 | 1·18 | 1·18 | |
| *Jubbulpore branch*— | | | | |
| Naini Junction to Jubbulpore | 1-8-67 | 224·49 | 224·49 | |
| *Allahabad Fort branch* | 3-3-59 | 2·33 | 2·33 | |
| *Cawnpore city branch* | 15-2-79 | 0·88 | 0·88 | |
| *Agra branch*— | | | | |
| Tundla Junction to Jumna bridge | 1-4-62 | 13·35 | | |
| Jumna bridge to Agra city (Agra direct access) | 1-1-08 | 1·64 | 14·99 | |
| *Hathras city branch* | 1-11-98 | 5·58 | 5·58 | |
| *Branches on the loop line*— | | | | |
| *Azimganj branch*— | | | | |
| Nalhati to Azimganj | 15-7-92 | 27·23 | 27·23 | |
| *Rajmehal branch*— | | | | |
| Tinpahar Junction to Rajmehal | 15-10-60 | 7·00 | 7·00 | |
| *Sakrigali branch*— | | | | |
| Sakrigali Junction to the river Ganges | 1-1-94 | 1·45 | 1·45 | |
| *Mirza Chowki branch*— | | | | |
| Mirza Chowki to river side | 1-3-09 | 0·33 | 0·33 | |
| *Sultangunge branch* | 6-5-95 | 1·16 | 1·16 | |
| *Barharwa-Bandel branch*— | | | | |
| Barharwa to Dhulian Ganges | 19-1-11 | 16·72 | | |
| Dhulian Ganges to Jangipur Road | 1-2-13 | 18·24 | | |
| Jangipur Road to Katwa | 1-5-13 | 65·20 | | |
| Katwa to Nabadwip | 15-5-12 | 23·75 | | |
| Nabadwip to Bandel Junction | 1-4-12 | 41·00 | 164·91 | |
| *Monghyr branch*— | | | | |
| Jamalpur Junction to Monghyr | 10-4-62 | 5·68 | 5·68 | |
| | | | | 615·01 |
| Carried over | ... | ... | ... | 2,388·53 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 4}{\text{Sub-heads } (a) \text{ to } (e)}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

**4 (*a*) East Indian railway** (5′ 6″ gauge)—*contd.*

**Progress in opening**—*contd.*

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Brought forward | ... | ... | ... | 2,388·53 | |
| *Bausi branch*— | | | | | |
| Bhagalpur to Mandar Hill | 1-10-11 | 31·55 | 31·55 | | |
| *Deoghur branch*— | | | | | |
| Jasidih Junction to Baidyanathdham. | * 23-12-82 | 4·13 | 4·12 | 35·67 | * This is the date of opening on the 3′ 3½″ gauge; the date of opening on the 5′ 6″ gauge is 13th September 1913. |
| TOTAL OPEN MILEAGE. | ... | ... | ... | 2,424·20 | |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | | |
| *Toposi-Baraboni chord*— | | | | | |
| Toposi to Baraboni (sanctioned on 28th May 1913). | ... | 6·41 | | | |
| *Howrah-Burdwan direct line*— | | | | | |
| Saktigar near Burdwan to Kamarkundu (sanctioned on 27th May 1913). | ... | 37·77 | 44·18 | 44·18 | |
| GRAND TOTAL | ... | ... | ... | 2,468·38 | |
| DOUBLE LINE— | | | | | |
| *On the main line*— | | | | | |
| Lillooah to Uttarpara | 16-3-57 | 3·07 | | | |
| Sheoraphuli to Chandernagore | 1-2-58 | † 5·82 | | | † Excluding the triple length. |
| Chandernagore to Hooghly | 1-5-58 | 3·11 | | | |
| Hooghly to Magra | 1-10-58 | 5·49 | | | |
| Magra to Pundooah | 25-2-59 | 8·82 | | | |
| Pundooah to Burdwan | 1-10-59 | † 26·44 | | | |
| Burdwan to Khana | 1-1-59 | 8·22 | | | |
| Khana to Durgapur | 1-6-70 | 31·35 | | | |
| Durgapur to Raneegunge | 2-9-70 | 14·36 | | | |
| Raneegunge to Sitarampur | 19-12-70 | † 5·55 | | | |
| Sitarampur to Luckeeserai | 1-1-71 | 133·46 | | | |
| Luckeeserai to Burhee | 22-6-60 | 9·82 | | | |
| Burhee to Barh | 22-2-68 | 27·10 | | | |
| Barh to Futwah | 11-1-68 | 25·87 | | | |
| Futwah to Dinapore | 20-3-67 | 19·63 | | | |
| Dinapore to Bihta | 13-8-68 | 10·93 | | | |
| Bihta to Arrah | 28-3-70 | 13·50 | | | |
| Arrah to Buxar | 13-8-68 | 42·67 | | | |
| Buxar to Dildarnagar | 15-4-82 | 22·46 | | | |
| Dildarnagar to Zamania | 20-5-82 | 8·59 | | | |
| Zamania to Sakaldiha | 20-9-82 | 16·28 | | | |
| Sakaldiha to Moghal Sarai | 10-8-82 | 11·49 | | | |
| Moghal Sarai to Ahraura Road | 10-8-07 | 7·93 | | | |
| Ahraura Road to Kylahat | 8-12-06 | 4·95 | | | |
| Kylahat to Chunar | 29-12-06 | 5·22 | | | |
| Chunar to Dagmagpur | 19-2-09 | 4·91 | | | |
| Dagmagpur to Pahara | 27-3-09 | 4·91 | | | |
| Pahara to Jhingura | 16-1-06 | 4·61 | | | |
| Jhingura to Mirzapur | 6-8-07 | 6·76 | | | |
| Mirzapur to Bindhachal | 6-7-11 | 3·86 | | | |
| Bindhachal to Birohe | 12-7-11 | 2·54 | | | |
| Birohe to Gaipura | 26-9-11 | 3·95 | | | |
| Gaipura to Jigna | 10-10-11 | 4·09 | | | |
| Jigna to Mandah Road | 16-11-11 | 4·47 | | | |
| Mandah Road to Unchdih | 30-11-11 | 4·44 | | | |
| Unchdih to Meja Road | 23-11-11 | 4·56 | | | |
| Meja Road to Tonse bridge | 26-10-11 | 2·83 | | | |
| Tonse bridge to Bheerpur | 10-4-11 | 4·67 | | | |
| Bheerpur to Karchana | 9-4-11 | 6·00 | | | |
| Karchana to Chheoki | 6-8-09 | 5·81 | | | |
| Chheoki to Naini | 31-1-07 | 1·25 | | | |
| Naini to Allahabad | 15-1-06<br>4-10-13 | 3·86<br>0·60 | | | |
| Allahabad to Subadargunge | 27-1-09 | 3·50 | | | |
| Ghaziabad to Shahdara | 20-3-02 | 8·13 | | | |
| Shahdara to east side of Jumna bridge near Delhi | 1-7-02 | 2·57 | | | |
| East side of Jumna bridge to Delhi | 6-3-13 | 3·24 | 558·68 | | |
| *On the branches*— | | | | | |
| Hooghly bridge branch | 15-3-87<br>1-7-04 | 4·47 | | | |
| Sitarampur to Barakar | 6-3-01 | 8·26 | | | |
| Portion of Jharia branch | 1-1-04<br>26-9-12 | 0·17<br>1·45 | | | |
| Lodna to Pathardihi | 1-1-13 | 6·45 | | | |
| Chanch to Mugma | 29-9-05 | 3·78 | | | |
| Mugma to Futka | 29-1-06 | 3·16 | | | |
| Futka to Kaloobathan | 17-1-06 | 5·00 | | | |
| Kaloobathan to Chhota Ambona | 21-3-06 | 3·38 | | | |
| Chhota Ambona to Pradhankhunta | 17-10-05 | 3·68 | | | |
| Carried over | ... | 33·80 | 553·68 | ... | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (e)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

**4 (*a*) East Indian railway** (5′ 6″ gauge)—*contd.*

**Progress in opening**—*concld.*

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Brought forward | ... | 33·80 | 553·68 | ... | ... |
| *Double line*—contd. | | | | | |
| *On the branches*—concld. | | | | | |
| Pradhankhunta to Dhanbaid | 20-8-06 | 2·76 | | | |
| | 1-7-06 | 2·04 | | | |
| Gurpa to Gujhandi (on the Gya-Katrasgarh line). | 11-3-07 | 13·62 | | | |
| | | | 52·22 | | |
| Total double line | ... | ... | ... | 605·90 | |
| TRIPLE LINE— | | | | | |
| Uttarpara to Serampore | 3-6-12 | 6·07 | | | |
| Sheoraphuli to Baidyabati | 18-9-13 | 0·37 | | | |
| Debipur to Boinchee | 1-1-03 | 2·29 | | | |
| Raneegunge to Asansol | 22-7-07 | 11·30 | | | |
| | | | 20·53 | | |
| QUADRUPLE LINE— | | | | 20·53 | |
| Bengal-Nagpur Railway Junction cabin to Lillooah | 1-1-07 | 2·08 | | | |
| Serampore to Sheoraphuli | 26-6-13 | 1·50 | | | |
| | | | 3·58 | | |
| SEXTUPLE LINE— | | | | 3·58 | |
| Howrah station to Bengal-Nagpur railway Junction cabin | 1-1-08 | 0·85 | 0·85 | | |
| | | | | 0·85 | |

**Details of construction—**

*Permanent-way.*—The main line from Howrah to Delhi, including the Grand Chord, the Loop line from Khana Junction to Kiul, the Jubbulpore branch, Jharia branch, Ondal loop, Ikrah branch, Giridih branch, Patna-Gya branch, Barun-Daltonganj branch, Agra branch, Shikohabad-Farukhabad, Barharwa-Bandel and Bausi branches are laid with steel rails throughout. A few short branches are still laid with iron rails, but these are being replaced with second-hand steel rails removed from the main line in the course of relaying operations.

On both the up and down roads of the main line from Howrah to Allahabad, a distance of about 564 miles, the rails are 85-lb. bull-headed with the exception of a few lengths aggregating 298·94 miles laid with 88½-lb. bull-headed rails, and 2 short lengths of about 2 miles laid with 75-lb. double headed rails.

Above Allahabad the main line up to Fatehpur (mile 636) is laid with 85-lb. bull-headed rails and the sections Fatehpur to mile 610 and Cawnpore to Jhinjhak, with 88½-lb. rails. The rest of the main line and branches are laid with 75-lb. double-headed rails.

The Grand Chord line, between Sitarampore and Gurpa, is laid with 85-lb. rails, between Gurpa and mile 310 (near Ismailpur) and mile 395 and Moghal Sarai, with 88½-lb. rails, and the remainder with 75-lb. double-headed rails.

The Deoghur branch is laid with 75-lb. double-headed rails.

As at present laid, about thirty per cent of the sleepers are wooden and the remainder iron. The wooden sleepers principally consist of sâl and deodar; but of late jarrah and Australian hard wood sleepers have also been put into the road. The chairs are cast iron and vary in weight from 36 to 51½ lbs. The iron sleepers are of the Denham-Olpherts' pattern and weigh about 252 lbs. each.

*Ballast.*—The line, with the exception of the Barharwa-Bandel branch, is ballasted throughout with stone.

*Fencing.*—The line is fenced throughout, except on the Damoodur, Ikrah, Salanpur, Chanch, Pandra, Azimganj, Barun-Daltonganj, Shikohabad-Farukhabad, Barharwa-Bandel, Bhagalpur-Bausi and Deoghur branches, the Ondal loop and the Ondal-Sainthia and Dhanbaid-Jharia chords.

*Curves.*—The sharpest curve is of 1,000 feet radius and situate between Agra (Jumna East Bank) and Belanganj.

*Gradients.*—The ruling gradient on the main line is 1 in 300, except between Raneegunge and Luckeeserai where it is 1 in 200 with a 1 in 100 banking section, between Simultala and Jhajha, and on the Grand Chord, 1 in 200 (compensated on curves), with a 1 in 80 banking section between Gurpa and Gujhandi. The ruling gradient on the Shikohabad-Farukhabad branch is 1 in 400, on the Daltonganj branch, 1 in 333, on the Patna-Gya and Digha Ghat branches, 1 in 250. On the Barharwa-Bandel branch, the Loop line, the Monghyr branch, the Ondal-Sainthia Chord, the Bhagalpur-Bausi branch, the Khurja-Hapur branch and the Jubbulpore branch, it is 1 in 200; on the Azimganj branch, 1 in 100, and on the Deoghur branch 1 in 50.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

**Number** $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (e)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

**4 (*a*) East Indian railway** (5′ 6″ gauge)—*contd.*

**Contracts and agreement—**

Contract, dated the 22nd December 1879 (called the principal contract) *between the Secretary of State and the East Indian Railway Company*, as to the maintenance, management and working of the undertaking.

Agreement, dated the 27th July 1882, *between the Secretary of State and the East Indian Railway Company*, as to the working of the Kurhurbaree and Serampore collieries.

Contract, dated the 10th November 1893 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the incorporation in the undertaking of certain State branch lines.

Contract, dated the 26th February 1896 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the raising of capital by debentures.

Contract, dated the 22nd November 1897 (supplemental to the contracts of 1879 and 1896), *between the Secretary of State and the East Indian Railway Company*, as to the construction and working of the Moghal Sarai-Gya railway.

Contract, dated the 4th April 1899 (supplemental to the contract of 1879), *between the Secretary of State and the East Indian Railway Company*, as to the creation of debenture stock.

Contract, dated the 14th November 1899 (modifying the contract of the 22nd December 1879 as supplemented by the contracts of 1896 and 1899), *between the Secretary of State and the East Indian Railway Company.*

Contract, dated the 16th April 1903 (supplemental to the contracts of 1899, and to those of 1879, 1896 and 1899 therein referred to), *between the Secretary of State and the East Indian Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Contract, dated the 10th July 1907 (supplemental to the contracts of 1879, 1899 and 1903), *between the Secretary of State and the East Indian Railway Company*, as to the creation of a 3½ per cent Debenture stock.

Contract, dated the 25th October 1911, *between the Secretary of State, the Deoghur Railway Company and the East Indian Railway Company*, as to the transfer to the Secretary of State of the Deoghur railway and its management, maintenance and working by the East Indian Railway Company as a part of the undertaking.

**Main provisions of contracts and agreement—**

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—Guarantee of interest in sterling at 4 per cent per annum on £6,550,000, the capital sum representing the deferred portion (one-fifth) of the annuity payable by Government in purchase of the East Indian railway. Also guarantee of principal and interest in respect of debentures and debenture stock issued by the Company.

(iii) *Distribution of profits.*—The surplus profits in each half-year remaining after payment of interest and annuity charges, and the contribution to the Provident Fund, to be divided as follows :—

Of the first Rs. 25,00,000 of such surplus profits (or of the whole amount when it does not exceed Rs. 25,00,000) the Government to receive four-fifths and the Company one-fifth ; of any excess beyond Rs. 25,00,000 the Government to receive fourteen-fifteenths and the Company one-fifteenth.

(iv) *Rates and fares.*—Maximum and minimum rates and fares to be authorised, and the classification of passengers and goods to be prescribed, by the Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—To be conveyed on same general conditions, and at rates (to be approved by the Government) not less than those in force for the time being for similar services on State railways of the same gauge.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be carried at special rates to be from time to time approved by the Government.

(vi) *Power of the Government to determine contract.*—
(vii) *Power of the Company to surrender contract.*— } By the contract of the 14th November 1899 the Government and the Company mutually agree that they will not determine the contract dated the 22nd December 1879 before the 31st December 1919. On that date, or at the end of any succeeding fifth year thereafter, either party may determine the contract by giving two years' previous notice. (On the determination of the contract the portion of the annuity that has been deferred will become payable for the period remaining up to the 14th February 1953.)

(viii) *Term of contract* [*if not determined under* (vi) *and* (vii)].—50 years from 1st January 1880.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (e)}}$. **EAST INDIAN RAILWAY SYSTEM—*contd.***

### 4 (*a*) East Indian railway (5′ 6″ gauge)—*concld.*

**Statistics of working (Those for 1879 will be found in Appendix 38 to the Report for 1907.)—**

| | TABLE I. | | | | | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Annuity. | Company's share of surplus profits (based on terms of contract) *attributable to each year.* | Gain to the State *pertaining to each year.* | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | |
| 1880. | 1,504·25 | 34,18,12,052 | 4,29,45,116 | 2,84,66,874 | 8·33 | 1,96,03,398*a* | ... | 17,72,690 | 70,90,786 | 549 | 33·71 |
| 1881. | 1,506·75 | 34,67,27,455 | 4,54,11,472 | 3,06,38,827 | 8·84 | 30,27,492 | 1,72,92,000 | 20,63,867 | 82,55,468 | 578 | 32·53 |
| 1882. | 1,506·77 | 34,83,42,743 | 4,71,17,594 | 2,94,15,386 | 8·44 | 31,83,922 | 1,72,92,000 | 17,88,073 | 71,52,291 | 601 | 37·57 |
| 1883. | 1,509·46 | 35,02,20,413 | 4,94,67,085 | 3,08,77,691 | 8·82 | 33,68,151 | 1,75,10,887 | 19,99,731 | 79,98,922 | 630 | 37·58 |
| 1884. | 1,509·46 | 35,34,09,687 | 4,38,38,714 | 2,70,76,204 | 7·66 | 34,79,206 | 1,77,35,884 | 11,72,923 | 46,89,291 | 538 | 38·24 |
| 1885. | 1,514·99 | 35,61,22,471 | 4,63,86,889 | 2,97,35,295 | 8·35 | 36,22,093 | 1,79,65,714 | 16,29,502 | 65,17,986 | 589 | 35·90 |
| 1886. | 1,514·86 | 35,80,42,570 | 4,66,70,853 | 3,02,20,962 | 8·44 | 37,84,444 | 1,89,50,137 | 14,97,276 | 59,89,105 | 591 | 35·25 |
| 1887. | 1,513·36 | 35,85,11,962 | 4,60,65,661 | 3,09,98,517 | 8·65 | 38,48,886 | 1,92,13,333 | 15,87,259 | 63,49,039 | 583 | 32·71 |
| 1888. | 1,513·45 | 35,82,32,469 | 4,54,36,902 | 3,00,27,370 | 8·38 | 38,60,374 | 2,03,43,530 | 11,64,693 | 46,58,773 | 567 | 33·91 |
| 1889. | 1,525·44 | 35,98,56,817 | 4,49,57,901 | 2,91,14,970 | 8·09 | 39,98,237 | 2,09,60,000 | 8,31,347 | 33,25,386 | 557 | 35·24 |
| 1890. | 1,525·44 | 36,00,54,709 | 4,34,39,355 | 2,95,24,546 | 8·20 | 39,95,919 | 2,03,43,530 | 10,37,019 | 41,48,078 | 538 | 32·03 |
| 1891. | 1,525·44 | 35,94,69,179 | 4,94,85,230 | 3,56,54,312 | 9·92 | 37,33,297 | 1,98,94,054 | 26,45,392 | 1,05,81,569 | 615 | 27·95 |
| 1892. | 1,610·27 | 36,51,42,775 | 4,88,55,105 | 3,48,16,719 | 9·54 | 37,25,754 | 2,06,47,164 | 20,88,760 | 83,55,041 | 587 | 28·73 |
| 1893. | 1,610·73 | 37,17,65,626 | 5,08,44,654*b* | 3,60,94,293 | 9·71 | 41,26,889 | 2,34,46,780 | 17,04,125 | 68,16,499 | 584 | 29·01 |
| 1894. | 1,664·11 | 37,50,81,624 | 5,26,89,485 | 3,64,26,405 | 9·71 | 43,37,988 | 2,43,89,582 | 15,39,767 | 61,59,068 | 604 | 30·87 |
| 1895. | 1,700·19 | 38,08,79,764 | 5,41,50,856*c* | 3,73,34,726*c* | 9·93 | 45,73,671 | 2,61,01,132 | 14,29,078 | 57,30,845 | 603 | 30·13 |
| 1896. | 1,701·11 | 38,54,11,272 | 5,40,69,142*d* | 3,67,77,682*d* | 9·54 | *46,90,562 | 2,58,59,455 | 12,45,733 | 49,81,932 | 597 | 31·98 |
| 1897. | 1,705·09 | 39,06,36,442 | 5,88,28,013 | 4,14,93,460 | 10·46 | 48,20,238 | 2,47,34,406 | 23,87,763 | 95,51,053 | 649 | 29·47 |
| 1898. | 1,712·25 | 40,08,39,605 | 5,97,96,060 | 4,08,07,269 | 9·96 | 50,46,514 | 2,32,64,533 | 24,99,244 | 99,96,978 | 652 | 31·76 |
| 1899. | 1,710·67 | 42,96,35,477 | 6,35,45,974 | 4,26,60,018 | 9·93 | 54,63,902 | 2,21,46,516 | 30,09,920 | 1,20,39,680 | 692 | 32·87 |
| 1900. | 1,840·32 | 44,54,88,809 | 6,84,74,972 | 4,47,15,571 | 10·04 | 60,18,054 | 2,15,60,963 | 18,09,104 | 1,53,27,450 | 708 | 34·70 |
| 1901. | 1,838·04 | 45,95,76,136 | 7,03,96,636 | 4,57,13,311 | 9·95 | 65,46,878 | 2,16,82,360 | 18,51,450 | 1,56,32,623 | 733 | 35·06 |
| 1902. | 1,923·35 | 47,43,55,297 | 6,77,38,713 | 4,29,80,833 | 9·06 | 70,34,492 | 2,16,46,868 | 16,19,965 | 1,26,79,508 | 687 | 36·55 |
| 1903. | 1,935·11 | 48,80,34,496 | 6,99,72,700 | 4,64,35,793 | 9·51 | 74,46,371 | 2,16,15,000 | 18,24,961 | 1,55,49,461 | 695 | 33·64 |
| 1904. | 1,932·87 | 50,26,09,029 | 7,59,71,544 | 5,06,03,115 | 10·07 | 80,23,978 | 2,16,15,000 | 20,64,276 | 1,88,99,861 | 749 | 33·39 |
| 1905. | 1,972·30 | 52,58,72,727 | 7,50,47,139 | 4,82,21,979 | 9·17 | 86,75,860 | 2,16,15,000 | 18,62,075 | 1,60,69,044 | 738 | 35·74 |
| 1906. | 2,165·04 | 54,79,28,490 | 8,02,50,910 | 4,87,53,855*e* | 8·90 | 93,88,271 | 2,16,15,000 | 18,50,039 | 1,59,00,545 | 721*f* | 38·65*f* |
| 1907. | 2,208·29 | 56,77,47,625 | 8,11,29,807 | 4,84,10,858*e* | 8·53 | 1,01,66,204 | 2,16,15,000 | 17,75,310 | 1,48,54,344 | 673*f* | 39·74*f* |
| 1908. | 2,213·18 | 58,74,01,148 | 8,28,51,108 | 4,44,26,132*e* | 7·56 | 1,09,27,323 | 2,16,15,000 | 14,58,887 | 1,04,24,422 | 682*f* | 45·80*f* |
| 1909. | 2,212·07 | 60,87,01,643 | 8,28,35,189*g* | 4,77,90,961*e* | 7·93 | 1,15,88,058 | 2,16,15,000 | 16,39,194 | 1,29,48,709 | 695*f* | 41·78*f* |
| 1910. | 2,212·77 | 60,82,23,218 | 8,61,42,147 | 5,20,01,256*e* | 8·54 | 1,18,60,704 | 2,16,15,000 | 19,01,703 | 1,66,23,849 | 722*f* | 39·01*f* |
| 1911. | 2,265·86 | 62,08,94,930 | 9,22,36,385 | 5,59,09,918*e* | 9·00 | 1,21,80,903 | 2,16,15,000 | 21,40,874 | 1,99,73,342 | 756*f* | 38·87*f* |
| 1912. | 2,331·09 | 63,49,50,982 | 10,15,50,003 | 6,32,20,565*e* | 9·96 | 1,26,75,172 | 2,16,15,000 | 25,95,359 | 2,63,35,034 | 810*f* | 37·27*f* |
| 1st qr. of 1913 | 2,359·40 | 64,01,66,586 | 2,58,28,008 | 1,49,21,567*e* | 2·33 | 32,55,583 | 54,03,750 | 5,84,149 | 56,78,085 | 814*f* | 41·77*f* |
| 1913-14 | 2,424·20 | 66,70,44,170 | 10,26,92,832 | 6,13,38,002*e* | 9·20 | 1,35,41,326 | 2,16,15,000 | 24,12,112 | 2,37,69,564 | 789*f* | 39·81*f* |

*a.* Interest in 1880 includes annuity charges, which cannot be separated.
*b.* Includes arrear credits for substantial improvements, Rs. 10,49,127.
*c.* Includes Rs. 14,530 realised from Palmer's Trust Estate.
*d.* Excludes Rs. 1,000 paid to Mr. Patterson, Law Agent, as remuneration in respect of the amount realised from the Palmer's Trust Estate.
*e.* Excludes the annual rental paid to the South Bihar Railway Company together with interest on Government advances for the purposes of this railway.
*f.* Includes the South Bihar railway.
*g.* Includes arrear credits for substantial improvements, Rs. 26,19,763.

### 4 (*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)—

*Chairman.*—Alexander Izat, Esq., C.I.E.
*Secretary.*—J. Lightfoot, Esq.
*Offices.*—237, Gresham House, Old Broad Street, London, E.C.
*Date of registration of the Company.*—25th January 1889.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line.*— | | | | |
| Delhi to Kalka | 1-3-91 | 162·36 | | |
| *Kaithal branch.*— | | | | |
| Thanesar to Kaithal | 1-12-10 | 29·76 | | |
| Total open mileage | ... | ... | 192·12 | ... |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION. | | | | |
| Panipat to mile 14·81 (sanctioned on 11th September 1913) | ... | 14·81 | 14·81 | |
| GRAND TOTAL | ... | ... | ... | 206·93 |

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (e)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

**4 (*b*) Delhi-Umballa-Kalka railway (5′ 6″ gauge)**—*contd.*

**Details of construction—**

*Permanent-way.*—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on Denham-Olpherts' cast-iron plate and wooden sleepers with cast iron chairs. On the Kaithal branch 75-lb. flat-footed steel rails have been used.

*Ballast.*—The line is ballasted throughout with stone.

*Fencing.*—The line is fenced throughout.

*Curves.*—The sharpest curve is of 1,010 feet radius.

*Gradients.*—The ruling gradient is 1 in 200, except for 15 miles from Kalka where it is 1 in 40.

**Contracts—**

Dated the 24th January 1889 (called the principal working contract), *between the Secretary of State and the East Indian Railway Company*, for working and maintenance.

Dated the 12th February 1889 (called the principal contract), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, for the construction of the railway.

Dated the 19th March 1890 (supplemental to the contract of 1889), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, as to the raising of additional capital by the issue of debentures.

Dated the 19th December 1895 (supplemental to the contract of 1889), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, conceding to the Company, from the 1st January 1893, the 2 per cent of gross earnings previously retained by Government.

Dated the 21st July 1896 (supplemental to the contract of 1889), *between the Secretary of State and the East Indian Railway Company*, as to the provision of funds for further capital works.

Dated the 24th July 1896 (supplemental to the contracts of 1889 and 1890), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, as to the provision of funds for further capital works.

Dated the 9th June 1897 (supplemental to the contracts of 1889, 1890, and 1895), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, guaranteeing interest at the rate of 3¼ per cent on share capital.

Dated the 27th April 1903 (supplemental to the contract of 1889), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 1st July 1909 (supplemental to the contracts of 1889 and 1896), *between the Secretary of State and the East Indian Railway Company*;
Dated the 3rd November 1909 (supplemental to the contracts of 1889, 1890, 1895, 1896, 1897 and 1903), *between the Secretary of State and the Delhi-Umballa-Kalka Railway Company*;
} as to the working and construction, respectively, of the Thanesar-Kaithal branch.

**Main provisions of contracts—**

(i) *Land.*—To be provided by the Government free of cost to the Company.

(ii) *Government aid.*— } The Government undertake (through the agency, in the first instance, of the
(iii) *Terms of working.*— } East Indian Railway Company) to supply the necessary rolling-stock and to work and maintain the line until the 31st December 1926, taking 48 per cent of the gross receipts of the railway for the working agency and paying 52 per cent to the Company. By the contract of 9th June 1897 Government supplement the net earnings of the Company for the year 1896 and each succeeding year by such an annual subsidy as will enable the Company, after payment of debenture interest, to pay a dividend of 3¼ per cent per annum on its share capital.

(iv) *Distribution of profits.*—Surplus profits in any year in excess of 3¼ per cent per annum on share capital are divided equally between the Government and the Company until the Government has been repaid amounts advanced by way of subsidy, with interest. Thereafter all surplus profits will belong to the Company.

(v) *Rates and fares.*—To be agreed upon between the Government and the working agency; but between Delhi and Umballa not more than the maximum, nor less than the minimum, in force on the East Indian railway, and between Umballa and Kalka not more than three times such maximum nor less than such minimum.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, high Government officials and Government stores.— } Nil.
(*b*) Government bullion and coin, and the persons in charge thereof.— }

(vii) *Power of the Government to determine contract.*—The Government may determine the contract on the 31st December 1926, or on the 31st December of any subsequent tenth year. On determination Government are to receive possession of the railway, and to pay the Company a sum equal to 25 times the average yearly profits of the Company during the preceding five years. Payments by the Government by way of subsidy under the contract of the 9th June 1897 and also the additional 2 per cent of gross earnings conceded to the Company under the contract of the 19th December 1895 are to be excluded from the profits of the Company in calculating the price to be paid by the Government.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (vii)].—Not specified.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads } (a) \text{ to } (c)}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

**4 (*b*) Delhi-Umballa-Kalka railway** (5′ 6″ gauge)—*concld.*

**Statistics of working—**

| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Subsidy from Government. | Total income. | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|---|---|---|
| | TABLE I. | | | | | | | | TABLE II. | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1891 . | 162·24 | 1,55,44,692 | 9,07,697 | 4,72,002 | 3·04 | ... | 4,72,002 | 3·04 | 138 | 48·00 |
| 1892 . | 161·40 | 1,58,22,137 | 10,81,769 | 5,62,520 | 3·56 | ... | 5,62,520 | 3·56 | 129 | 48·00 |
| 1893 . | 161·40 | 1,55,24,600 | 11,98,508 | 6,23,224 | 4·01 | ... | 6,23,224 | 4·01 | 143 | 48·00 |
| 1894 . | 161·40 | 1,55,25,547 | 13,37,526 | 6,95,514 | 4·48 | ... | 6,95,514 | 4·48 | 159 | 48·00 |
| 1895 . | 161·40 | 1,55,06,120 | 14,60,519 | 7,59,470 | 4·90 | ... | 7,59,470 | 4·90 | 174 | 48·00 |
| 1896 . | 160·47 | 1,54,49,783 | 13,18,840 | 6,85,797 | 4·44 | ... | 6,85,797 | 4·44 | 158 | 48·00 |
| 1897 . | 162·24 | 1,53,26,585 | 15,78,319 | 8,18,126 | 5·34 | ... | 8,18,126 | 5·34 | 186 | 48·00 |
| 1898 . | 162·24 | 1,53,43,587 | 16,07,512 | 8,35,906 | 5·45 | ... | 8,35,906 | 5·45 | 191 | 48·00 |
| 1899 . | 162·24 | 1,53,01,272 | 14,49,378 | 7,53,677 | 4·93 | ... | 7,53,677 | 4·93 | 172 | 48·00 |
| 1900 . | 162·24 | 1,53,15,467 | 13,72,523 | 7,13,712 | 4·66 | ... | 7,13,712 | 4·66 | 163 | 48·00 |
| 1901 . | 162·24 | 1,52,92,648 | 18,05,858 | 9,39,046 | 6·14 | ... | 9,39,046 | 6·14 | 213 | 48·00 |
| 1902 . | 162·24 | 1,54,23,791 | 18,66,695 | 9,70,681 | 6·29 | ... | 9,70,681 | 6·29 | 221 | 48·00 |
| 1903 . | 162·36 | 1,55,49,998 | 18,30,960 | 9,52,099 | 6·12 | ... | 9,52,099 | 6·12 | 216 | 48·00 |
| 1904 . | 162·36 | 1,55,51,763 | 18,53,475 | 9,63,807 | 6·20 | ... | 9,63,807 | 6·20 | 218 | 48·00 |
| 1905 . | 162·36 | 1,56,07,499 | 20,16,936 | 10,48,807 | 6·72 | ... | 10,48,807 | 6·72 | 238 | 48·00 |
| 1906 . | 162·36 | 1,57,26,333 | 20,04,218 | 10,42,194 | 6·63 | ... | 10,42,194 | 6·63 | 237 | 48·00 |
| 1907 . | 162·36 | 1,58,23,198 | 23,04,659 | 11,98,423 | 7·57 | ... | 11,98,423 | 7·57 | 272 | 48·00 |
| 1908 . | 162·36 | 1,60,07,122 | 21,09,189 | 10,96,778 | 6·85 | ... | 10,96,778 | 6·85 | 250 | 48·00 |
| 1909 . | 162·36 | 1,66,56,595 | 22,90,710 | 11,91,169 | 7·15 | ... | 11,91,169 | 7·15 | 271 | 48·00 |
| 1910 . | 192·13 | 1,75,45,512 | 26,05,803 | 13,55,018 | 7·72 | ... | 13,55,018 | 7·72 | 261 | 48·00 |
| 1911 . | 192·12 | 1,77,78,158 | 31,53,021 | 16,39,571 | 9·22 | ... | 16,39,571 | 9·23 | 316 | 48·00 |
| 1912 . | 192·12 | 1,79,12,579 | 32,30,326 | 16,79,769 | 9·38 | ... | 16,79,769 | 9·38 | 323 | 48·00 |
| 1st qr. of 1913 | 192·12 | 1,79,34,924 | 8,36,556 | 4,35,009 | 2·43 | ... | 4,35,009 | 2·43 | 335 | 48·00 |
| 1913-14 . | 192·12 | 1,80,32,784 | 31,67,202 | 16,46,945 | 9·13 | ... | 16,46,945 | 9·13 | 317 | 48·00 |

**4 (*c*) South Bihar railway** (5′ 6″ gauge)—

*Chairman.*—Sir Henry S. Cunningham, K.C.I.E.
*Secretary.*—Lieut.-Col. H. Bonham-Carter.
*Offices.*—91, York Street, Westminster, S. W.
*Date of registration of the Company.*—4th July 1895.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Luckeeserai to Gya . . . . . | 5-7-99 | 79·19 | 79·19 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of double-headed steel rails, 75 lbs. to the yard, laid on wooden sleepers and cast-iron chairs, and Denham-Olpherts' cast-iron plate sleepers.

*Ballast.*—The line is ballasted throughout with stone.

*Fencing.*—The line is fenced only near villages, at stations and for a short distance on each side of level crossings.

*Curves.*—The sharpest curve is of 3,000 feet radius.

*Gradients.*—The ruling gradient is 1 in 400.

**Contracts—**

Dated the 7th August 1895 (called the principal contract), *between the Secretary of State and the South Bihar Railway Company*, as to construction.

Dated the 22nd August 1895 (called the contract of 1895), *between the Secretary of State and the East Indian Railway Company*, as to maintenance and working.

Dated the 21st April 1903 (supplemental to the contract of 1895), *between the Secretary of State and the South Bihar Railway Company*, as to the adoption of 1*s* 4*d* per rupee as the "prescribed" rate of exchange.

Dated the 11th December 1906 (supplemental to the contract of 1895), *between the Secretary of State and the South Bihar Railway Company*, as to the lease of the South Bihar railway to the Secretary of State and yearly payment to the Company until date of determination of the contract of the 7th August 1895.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

**Number** Main head 4 / Sub-heads (a) to (e) **EAST INDIAN RAILWAY SYSTEM—*contd.***

**4 (*e*) South Bihar railway** (5′ 6″ gauge)—*concld.*

**Contracts**—*concld.*

Dated the 16th January 1907, *between the Secretary of State and the East Indian Railway Company*, as to working the South Bihar railway as part of the Company's undertaking.

**Main provisions of contracts**—

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*— } Government constructed the line, from funds provided by the South
(iii) *Terms of working.*— } Bihar Railway Company, and maintained, stocked and worked it through
(iv) *Distribution of profits.*— } the agency of the East Indian Railway Company up to the 31st December 1905, for a certain proportion of its gross earnings; and, by agreement with the East Indian Railway Company, also allowed to the South Bihar Railway Company, by way of rebate, a percentage of the East Indian Railway's share of the receipts from traffic interchanged between the two railways towards making up an amount equal to 4 per cent interest for each half-year on the actual capital expenditure (subject to certain limits) on the South Bihar railway.

With effect from the 1st January 1906 the South Bihar Railway Company leased its line to the Government for a yearly sum of £30,000, payable by half-yearly payments of £15,000, at the end of each calendar half-year, in substitution of the corresponding provisions of the principal contract of the 7th August 1895.

As between the Government and the East Indian Railway Company the South Bihar railway as from 1st January 1906 is worked as part of the undertaking of the Company, who pay to the Government from the net half-yearly revenue of the undertaking the half-yearly sum of £15,000 and also interest for each half-year at 3½ per cent per annum on Rupees 7,63,099-1-11, being the amount of capital advances made by the Government for the purposes of the South Bihar railway.

(v) *Rates and fares.*— }
(vi) *Special obligations as to the conveyance of.*— } As under 4 (*a*), East Indian railway (5′ 6″ gauge).
(*a*) Mails, troops, high Government officials and Government stores.— }
(*b*) Government bullion and coin, and the persons in charge thereof.— }

(vii) *Power of the Government to determine contracts.*—Government may determine the South Bihar Railway Company's contracts on the 30th June 1919, or on the 30th June in the last year of any subsequent period of 10 years from that date, by giving twelve months' notice. In case of such determination the Government will pay to the Company in England £684,580, as being the capital expended on the undertaking with the authorisation of the Secretary of State.

The East Indian Railway Company's contracts terminate at the same time as the Company's contract of 1879, for which see 4 (*a*), East Indian railway (5′ 6″ gauge).

(viii) *Power of the South Bihar Railway Company to surrender contracts.*—Nil.

(ix) *Power of the East Indian Railway Company to surrender contracts.*—As under (vii).

(x) *Term of South Bihar Railway Company's contracts* [*if not determined under* (vii)].—Not specified.

(xi) *Term of East Indian Railway Company's contracts.*—As under (vii).

**Statistics of working**—

| | Table I. | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Rebate from the East Indian railway. | Total income. | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1899 . . | 78·83 | 1,18,16,730 | 2,03,328 | 1,32,163 | 1·12 | 33,403 | 1,65,566 | 1·40 | 100 | 35·00 |
| 1900 . . | 78·76 | 1,23,15,110 | 4,67,133 | 3,03,636 | 2·47 | 1,44,404 | 4,48,040 | 3·64 | 114 | 35·00 |
| 1901 . . | 78·76 | 1,23,66,533 | 5,14,370 | 3,08,822 | 2·50 | 1,28,082 | 4,36,904 | 3·53 | 125 | 40·02 |
| 1902 . . | 78·76 | 1,19,88,612 | 4,99,809 | 2,74,895 | 2·29 | 1,35,445 | 4,10,340 | 3·42 | 122 | 43·00 |
| 1903 . . | 78·76 | 1,20,01,897 | 5,24,605 | 2,88,533 | 2·40 | 1,57,708 | 4,46,241 | 3·72 | 128 | 45·00 |
| 1904 . . | 78·76 | 1,19,72,914 | 5,70,358 | 3,13,697 | 2·62 | 1,65,382 | 4,79,079 | 4·00 | 138 | 45·00 |
| 1905 . . | 78·76 | 1,19,77,154 | 5,55,199 | 3,05,360 | 2·55 | 1,72,721 | 4,78,081 | 3·99 | 135 | 45·00 |
| 1906 . . | 78·76 | 1,19,74,947 | | | | | | | | |
| 1907 . . | 78·76 | 1,19,77,154 | | | | | | | | |
| 1908 . . | 79·19 | 1,19,77,154 | | | | | | | | |
| 1909 . . | 79·19 | 1,19,77,154 | | | | | | | | |
| 1910 . . | 79·19 | 1,19,77,154 | | | | | | | | |
| 1911 . . | 79·19 | 1,19,77,154 | See "terms of working" above. | | | | | | | |
| 1912 . . | 79·19 | 1,19,77,154 | | | | | | | | |
| 1st qr. of 1913. | 79·19 | 1,19,77,154 | | | | | | | | |
| 1913-14 . | 79·19 | 1,19,77,154 | | | | | | | | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (e)}}$. **EAST INDIAN RAILWAY SYSTEM**—*contd.*

**4 (*d*) Tarkessur railway (5′ 6″ gauge)—**

*Date of registration of the Company.*—1884.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Sheoraphuli to Tarkessur . . . . . | 1-1-85 | 22·21 | 22·21 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 75-lb. steel rails laid on Denham-Olpherts' cast-iron plate sleepers.
*Ballast.*—The line is ballasted throughout with stone.
*Fencing.*—The line is fenced throughout.
*Curves.*—The sharpest curve is of 2,700 feet radius.
*Gradients.*—The ruling gradient is 1 in 500.

**Agreements and contract—**

Agreement, dated the 8th September 1883, *between the Secretary of State and the Tarkessur Railway Company*, as to construction by a syndicate formed for that purpose.
Contract, dated the 15th September 1887, *between the Secretary of State and the East Indian Railway Company*, working the Tarkessur line by the Company.
Agreement, dated the 1st March 1888, *between the Secretary of State and the Tarkessur Railway Company.*
} As to maintenance and working of the Tarkessur line by the East Indian Railway Company.

**Main provisions of agreements and contract—**

(i) *Land.*—Leased to the Company for 99 years at a peppercorn rent.
(ii) *Government aid.*—No direct Government aid; but it was agreed by the contract of the 8th September 1883 that the Government would support the conclusion of an arrangement for the working by the East Indian Railway Company of the Tarkessur line [see (iii)].
(iii) *Terms of working.*—
(iv) *Distribution of profits.*—
} The East Indian Railway Company maintains, stocks and works the Tarkessur railway (which is the property of the Tarkessur Railway Company) in consideration of the following half-yearly payments:—
(*a*) working expenses calculated at the same percentage of the gross earnings as obtains on the East Indian railway system as a whole,
(*b*) five per cent of the gross earnings as hire of rolling-stock,
(*c*) a contribution to the East Indian Railway Provident Fund in accordance with the rules of that Fund (since limited to 1 per cent of the Tarkessur railway earnings, the revised rules of the Institution notwithstanding—the difference between this contribution and the increased contribution admissible under the revised rules being charged against the earnings of the East Indian Railway Company, *vide* Government of India letter No. 1900 R.E., dated the 23rd October 1903),
(*d*) the balance of the receipts [after deducting (*a*), (*b*) and (*c*)] is divided in the proportion of four-fifths to the Tarkessur Railway Company and one-fifth to the East Indian Railway Company.
(v) *Rates and fares.*—Certain maxima have been fixed, within which the East Indian Railway Company is authorized to charge such rates and fares as may from time to time be mutually agreed upon.
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails.—To be conveyed free of charge.
(*b*) Troops, police, high Government officials and Government stores.—To be conveyed at special rates.
(*c*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates.
(vii) *Power of the Government to determine contract and agreements.*—The contract of the 8th September 1883 may be determined by the Government giving 12 months' previous notice after the Tarkessur railway has been opened for 30 years, and thereafter at intervals of 10 years. Upon such determination the Government is to pay the Company a sum equal to the aggregate net profits of the line during the preceding 20 years.
The contract of the 15th September 1887 and agreement of the 1st March 1888 run concurrently with the East Indian Railway Company's principal contract of the 22nd December 1879 [see 4 (*a*), East Indian railway (5′ 6″ gauge)].

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 4}}{\text{Sub-heads (a) to (e)}}$. **EAST INDIAN RAILWAY SYSTEM—*concld.***

**4 (*d*) Tarkessur railway (5′ 6″ gauge)—*concld.***

**Main provisions of agreements and contract—*concld.***

(viii) *Power of Companies to surrender contracts and agreements.*—Nil.

(ix) *Term of contract of 1883.*—99 years, *i.e.*, till 7th September 1982.

(x) *Term of contract of 1887 and of agreement of 1888.*—As under (vii).

[*Note.*—The Secretary of State for India gave notice of his intention to purchase the Tarkessur Railway Company's property with effect from the 1st January 1915.]

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 22·23 | 17,97,555 | 3,30,685 | 1,63,006 | 9·07 | 284 | 50·70 |
| 1905 | 22·23 | 17,98,615 | 3,26,715 | 1,55,221 | 8·63 | 282 | 52·49 |
| 1906 | 22·23 | 17,99,166 | 3,51,888 | 1,58,989 | 8·84 | 304 | 54·82 |
| 1907 | 22·23 | 17,99,776 | 3,56,248 | 1,58,366 | 8·80 | 307 | 55·55 |
| 1908 | 22·31 | 18,02,130 | 3,65,192 | 1,45,592 | 8·08 | 316 | 60·12 |
| 1909 | 22·21 | 18,02,130 | 3,63,681 | 1,62,007 | 8·99 | 315 | 55·45 |
| 1910 | 22·21 | 18,02,730 | 3,85,024 | 1,72,995 | 9·60 | 333 | 55·07 |
| 1911 | 22·21 | 18,04,796 | 3,71,363 | 1,66,988 | 9·25 | 322 | 55·06 |
| 1912 | 22·21 | 18,06,880 | 3,86,199 | 1,78,461 | 9·88 | 334 | 53·79 |
| 1st qr. of 1913 | 22·21 | 18,06,879 | 98,256 | 41,914 | 2·32 | 340 | 57·31 |
| 1913-14 | 22·21 | 18,06,344 | 3,56,757 | 1,88,053 | 8·75 | 309 | 53·70 |

**4 (*e*) Jind-Panipat railway (Native State Section) (5′ 6″ gauge)—**

This line is the portion of the Jind-Panipat railway which lies within the limits of the Jind territory; the portion lying in the British territory forms an integral part of the Delhi-Umballa-Kalka railway. Its construction by the Agency of the Delhi-Umballa-Kalka Railway Company was authorised by the Railway Board in their letter No. 2477-R.C., dated the 11th September 1913.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| A point, 14·81 miles, from Panipat to Jind (sanctioned on 11th September 1913) | ... | 28·80 | 28.80 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (j)}}$ **GREAT INDIAN PENINSULA RAILWAY SYSTEM—**

*Chairman.*—Colonel F. Firebrace.
*Secretary.*—R. H. Walpole, Esq.
*Offices.*—48, Copthall Avenue, London, E. C.
*Date of registration of the former Guaranteed Company.*—1853.

**Lines comprised in the system.**—The Great Indian Peninsula railway system is made up of—

| | Open line. | Under construction or sanctioned for construction. | Total. |
|---|---|---|---|
| | Miles. | Miles. | Miles. |
| (*a*) Great Indian Peninsula railway (5′ 6″ gauge) | 2,484·03 | 163·39 | 2,647·42 |
| (*b*) Agra-Delhi Chord railway (5′ 6″ gauge) | 125·88 | ... | 125·88 |
| (*c*) Baran-Kotah railway (5′ 6″ gauge) | 40·29 | ... | 40·29 |
| (*d*) Bhopal-Itarsi railway (5′ 6″ gauge) | 56·62 | ... | 56·62 |
| (*e*) Bhopal-Ujjain railway (5′ 6″ gauge) | 113·27 | ... | 113·27 |
| (*f*) Bina-Goona-Baran railway (5′ 6″ gauge) | 145·61 | ... | 145·61 |
| (*g*) Murtajapur-Ellichpur railway (2′ 6″ gauge) | 47·65 | ... | 47·65 |
| (*h*) Matheran Light railway (2′ 0″ gauge) | 12·61 | ... | 12·61 |
| (*i*) Dhond-Baramati railway (2′ 6″ gauge) | ... | 27·33 | 27·33 |
| (*j*) Murtajapur-Yeotmal railway (2′ 6″ gauge) | ... | 70·08 | 70·08 |
| Total | 3,025·96 | 260·80 | 3,286·76 |

**Running powers—**

*Home line over foreign lines:—*

| | |
|---|---|
| Dadar junction to Colaba, Bombay, Baroda and Central India railway, for goods trains only | 7·25 |
| At Agra, Bombay, Baroda and Central India (3′ 3½″ gauge) railway, for passenger and goods trains | 2·89 |
| At Cawnpore, East Indian railway, 0·97 mile for passenger trains and 0·52 mile for goods trains | 1·49 |
| From Cawnpore to Lucknow, Oudh and Rohilkhand railway, for passenger trains only | 44·63 |
| From Nagpur Junction to Itwari, Bengal-Nagpur railway, for goods trains only | 1·73 |
| Total | 57·99 |

*Foreign lines over home line:—*

| | |
|---|---|
| Bombay, Baroda and Central India railway, Dadar Junction to Carnac Bridge, for goods trains only | 4·39 |
| Bombay, Baroda and Central India railway, Muttra Junction to Delhi Junction, for passenger and goods trains | 90·03 |
| East Indian railway, Belanganj Junction to Muttra Junction, for passenger trains only | 31·72 |
| Total | 126·14 |

### 5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)—

The Great Indian Peninsula railway comprises the line formerly owned by the old Guaranteed Company of that name (now called the Great Indian Peninsula railway proper), in amalgamation with that of the late Indian Midland Railway Company (now known as the Midland section). The Guaranteed Company's railway was purchased by the State in 1900, when all the contracts then subsisting between the Secretary of State and that Company were determined and a new Great Indian Peninsula Railway Company was constituted. The purchase price was £40,781,568,* payable up to the 17th August 1948, in the form of a terminable annuity of £1,268,516.

| | £ |
|---|---|
| *Company's stock at date of purchase | 34,859,218 |
| Debentures and debenture stock taken over from the former Guaranteed Company | 5,922,350 |
| Total | 40,781,568 |

The contract *between the Secretary of State and the Indian Midland Railway Company*, dated the 22nd October 1885, was determined by the Secretary of State on the 31st December 1910. That does not, however, substantially affect the carrying out of the contract, *between the Secretary of State and the Great Indian Peninsula Railway Company*, dated the 21st December 1900, the effect of which is that the railways formerly known as the "Indian Midland Railway System" are to form part of the undertaking worked by the Company for so long as that contract remains in force.

Nor are the arrangements subsisting at the date of the termination of the Indian Midland Railway Company's contract for working of the Native State branches of that Company's line disturbed in any way by the termination of that Company's contract, the necessary alterations, whereby the Government becomes a party thereto instead of the Indian Midland Railway Company, having been made in the working agreements relating to such branches. The Gwalior Light railway was worked by the Great Indian Peninsula Railway Company up to the 30th June 1913, after which date the working was taken over by the Gwalior Durbar.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (j)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

**5 (*a*) Great Indian Peninsula railway (5′ 6″ gauge)**—*contd.*

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| GREAT INDIAN PENINSULA RAILWAY PROPER— | | | | |
| NORTH-EAST LINE— | | | | |
| *Main line*— | | | | |
| Victoria Terminus to Thana | 18-4-53 | 20·77 | | |
| Thana to Kalyan | 1-5-54 | 12·65 | | |
| Kalyan to Vasind | 1-10-55 | 16·14 | | |
| Vasind to Asangaon | 6-2-60 | 3·75 | | |
| Asangaon to Kasara | 1-1-61 | 21·84 | | |
| Kasara to Igatpuri (Thull Ghat) | 1-1-65 | 9·89 | | |
| Igatpuri to Nasik | 28-1-61 | 31·43 | | |
| Nasik to Chalisgaon | 1-10-61 | 87·24 | | |
| Chalisgaon to Jalgaon | 6-10-62 | 57·48 | | |
| Jalgaon to Bhusaval | 20-5-63 | 15·01 | | |
| Bhusaval to Burhanpur | 20-11-65 | 33·57 | | |
| Burhanpur to Khandwa | 3-9-66 | 42·78 | | |
| Khandwa to Bir | 17-2-68 | 21·15 | | |
| Bir to Itarsi | 1-1-70 | 89·27 | | |
| Itarsi to Sohagpur | 1-2-70 | 30·69 | | |
| Sohagpur to Jubbalpore | 8-3-70 | 121·65 | | |
| | | | 615·31 | |
| *Branches*— | | | | |
| *Harsi-Nagpur Branch*— | | | | |
| Itarsi to Badnur | 1-5-13 | 66·25 | | |
| | | | 66·25 | |
| *Bombay Harbour Branch*— | | | | |
| Point of junction with Bombay Port Trust line to Kurla | 12-12-10 | 7·17 | | |
| | | | 7·17 | |
| *Chalisgaon-Dhulia branch*— | | | | |
| Chalisgaon to Dhulia | 15-10-00 | 34·95 | | |
| | | | 34·95 | |
| *Jalgaon-Amalner branch*— | | | | |
| Jalgaon to Erandol Road | 20-2-00 | 18·26 | | |
| Erandol Road to Amalner | 4-4-00 | 16·00 | | |
| | | | 34·26 | |
| *Nagpur branch*— | | | | |
| Bhusaval Junction to Malkapur | 20-5-63 | 30·05 | | |
| Malkapur to Shegaon | 24-10-64 | 32·53 | | |
| Shegaon to Badnera | 18-12-65 | 72·67 | | |
| Badnera to Pulgaon | 16-7-66 | 40·29 | | |
| Pulgaon to Sindi | 5-11-66 | 38·27 | | |
| Sindi to Nagpur | 20-2-67 | 29·44 | | |
| | | | 243·25 | |
| *Khamgaon branch*— | | | | |
| Jalamb to Khamgaon | 4-3-70 | 7·97 | | |
| *Amraoti branch*— | | | 7·97 | |
| Badnera to Amraoti | 16-2-71 | 5·49 | | |
| | | | 5·49 | |
| *Wardha Coal branch*— | | | | |
| Wardha to mile 490·20 | 1-2-79 | 18·95 | | |
| Mile 490·20 to mile 512·64 | 24-12-75 | 22·44 | | |
| Mile 512·64 to Warora | 26-4-76 | 4·00 | | |
| Warora-Chanda-Balharshah extension | 1-2-08 | 37·12 | | |
| | | | 82·51 | |
| *Mohpani branch*— | | | | |
| Gadarvada to Mohpani | 3-9-72 | 12·47 | | |
| Mohpani to Gotitoria | 2-11-96 | 1·07 | | |
| Mohpani to new coal-fields | 3-6-00 | 0·14 | | |
| | | | 13·68 | |
| | | | | 1,110·84 |
| SOUTH-EAST LINE— | | | | |
| *Main Line*— | | | | |
| Kalyan to Palasdhari (Karjat) | 12-5-56 | 30·61 | | |
| Palasdhari to Khandala (Bhore Ghat) | 14-5-63 | 13·20 | | |
| Khandala to Poona | 14-6-58 | 42·01 | | |
| Poona to Diksal | 15-12-58 | 64·25 | | |
| Diksal to Barsi Junction | 28-10-59 | 50·60 | | |
| Barsi Junction to Mohol | 21-1-60 | 28·32 | | |
| Mohol to Sholapur | 6-6-60 | 20·51 | | |
| Sholapur to Gulbarga | 1-2-70 | 70·29 | | |
| Gulbarga to the Krishna | 1-12-70 | 73·76 | | |
| Krishna to Raichur | 1-5-71 | 15·31 | | |
| | | | 408·86 | |
| *Branches*— | | | | |
| *Dhond-Manmad branch*— | | | | |
| Dhond to Ahmednagar | 15-3-78 | 50·41 | | |
| Ahmednagar to Manmad | 17-4-78 | 95·03 | | |
| | | | 145·44 | |
| *Khopoli branch*— | | | | |
| Palasdhari to Khopoli | 12-5-56 | 7·24 | 7·24 | |
| | | | | 561·54 |
| TOTAL OPEN MILEAGE, GREAT INDIAN PENINSULA RAILWAY PROPER | ... | ... | ... | 1,672·38 |
| CARRIED OVER | ... | ... | ... | 1,672·38 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (j)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

**5 (*a*) Great Indian Peninsula railway** (5′ 6″ gauge)—*contd.*

**Progress in opening**—*contd.*

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Brought forward | ... | ... | ... | 1,672·38 | |
| MIDLAND SECTION— | | | | | |
| *Main line*— | | | | | |
| Bhopal to Jhansi | 1-1-89 | 179·92 | | | |
| Jhansi to Gwalior | 1-3-89 | 60·39 | | | |
| Gwalior to Hetampur | 20-12-79 | 32·40 | | | |
| Hetampur to Dholpur | 15-5-81 | 8·04 | | | |
| Dholpur to Agra Cantonment | 10-1-78 | 36·05 | | | |
| Junction with Agra-Delhi Chord railway at Agra to terminal point of Belanganj Goods Depôt. | 27-2-06 | 1·75 | | | |
| Junction with Agra-Delhi Chord railway to Idgah | 1-3-05 | 1·27 | | | |
| | | | 319·82 | | |
| *Branches*— | | | | | |
| *Manikpur branch*— | | | | | |
| Jhansi to Mau Ranipur | 5-6-89 | 39·96 | | | |
| Mau Ranipur to Banda | 1-8-89 | 78·96 | | | |
| Banda to Manikpur | 15-2-89 | 61·45 | | | |
| | | | 180·37 | | |
| *Cawnpore branch*— | | | | | |
| Jhansi to Chaunrah | 1-2-88 | 94·97 | | | |
| Chaunrah to Cawnpore | 1-4-86 | 40·93 | | | |
| | | | 135·90 | | |
| Moth quarry | 26-7-07 | 2·78 | | | |
| | | | 2·78 | | |
| Bina to point of junction with Bina-Goona-Baran railway. | 1-5-95 | 2·00 | | | |
| Bhopal to point of junction with Bhopal-Ujjain railway. | 11-11-95 | 0·21 | | | |
| | | | 2·21 | | |
| *Bina-Saugor-Katni branch*— | | | | | |
| Bina to Saugor | 5-6-89 | 45·25 | | | |
| Saugor to Damoh | 26-3-98 | 47·68 | | | |
| Damoh to Katni | 1-1-99 | 67·87 | | | |
| Katni Murwara to Junction with Bengal-Nagpur railway. | 1-1-90 | 0·71 | | | |
| Katni Murwara to Junction with East Indian railway | 1-1-99 | 0·34 | | | |
| Junction near east mouth of tunnel (mile 837·53) to East Indian railway down point of Agra city (mile 837·57). | 3-2-13 | 0·04 | | | |
| East Indian railway down point of Agra city (mile 837·57) to Junction with East Indian railway (mile 837·60). | 3-2-13 | 0·03 | | | |
| | | | 162·07 | | |
| Ait to Kunch | 7-12-03 | 8·50 | | | |
| | | | 8·50 | | |
| TOTAL OPEN MILEAGE, MIDLAND SECTION | ... | ... | ... | 811·65 | |
| TOTAL OPEN MILEAGE, GREAT INDIAN PENINSULA RAILWAY. | ... | ... | ... | 2,484·03 | |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | | |
| *Itarsi-Nagpur branch*— | | | | | |
| Badnur to Amla | Sanctioned on 9th June 1908. | 14·45 | | | |
| Amla to Pandhurna | | 38·30 | | | |
| Pandhurna to Nagpur | | 64·94 | | | |
| | | | 118·19 | | |
| *Pench Valley Coal-fields branch*— | | | | | |
| Amla to Hirdagarh | Sanctioned on 8th June 1908. | 35·25 | | | |
| Hirdagarh to Jamai | | 6·69 | | | |
| | | | 41·94 | | |
| *Mahim Chord*— | | | | | |
| Bavali to Mahim (sanctioned on 17th February 1905) | ... | 1·30 | | | |
| | | | 1·30 | | |
| *Harbour Branch extension—overhead connection.* | | | | | |
| Tank Bundar to Victoria Terminus (sanctioned on 6th March 1912). | ... | 1·96 | | | |
| | | | 1·96 | | |
| | | | | 163·39 | |
| GRAND TOTAL | ... | ... | ... | 2,647·42 | |
| DOUBLE LINE— | | | | | |
| NORTH-EAST LINE— | | | | | |
| *Main line*— | | | | | |
| Victoria Terminus to Thana | 18-4-53 | †16·48 | | | †Excluding the quadruple length. |
| Thana to Kalyan | 1-5-54 | 12·65 | | | |
| Kalyan to Vasind | 22-10-66 | 16·14 | | | |
| Vasind to Atgaon | 20-2-67 | 9·85 | | | |
| Atgaon to Kasara | 25-4-67 | 15·94 | | | |
| Kasara to Igatpuri | 1-1-65 | 9·89 | | | |
| Igatpuri to Kajgaon | 10-1-69 | 130·54 | | | |
| Kajgaon to Pachora | 17-3-69 | 16·05 | | | |
| Pachora to Maheji | 27-5-69 | 9·14 | | | |
| Maheji to Bhadli | 6-3-73 | 27·59 | | | |
| Bhadli to Bhusaval | 6-6-73 | 7·84 | | | |
| Bhusaval to Bhusaval Junction | 1-7-92 | 0·77 | | | |
| Bhusaval Junction to Khandwa (Abna Junction) | 11-1-89 | 74·52 | | | |
| Khandwa to Itarsi | 16-10-05 | 110·42 | | | |
| | | | 457·62 | | |
| Carried over | ... | ... | 457·62 | | |

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (j)}}$ · **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

**5 (*a*) Great Indian Peninsula railway** (5′ 6″ gauge)—*contd.*

**Progress in opening**—*contd.*

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Brought forward . . | ... | ... | 457·62 | | |
| DOUBLE LINE—*contd.* | | | | | |
| *Bombay Harbour Branch*— | | | | | |
| Point of junction with Bombay Port Trust line to Kurla. | 2-12-10 | 7·17 | 7·17 | | |
| SOUTH-EAST LINE— | | | | | |
| *Main line*— | | | | | |
| Kalyan to Palasdhari . . . . . | 25-7-70 | 30·61 | | | |
| Palasdhari to Khandala } Bhore Ghat . . | 14-5-63 | 13·20 | | | |
| Khandala to Lonavla . } | 14-6-58 | 2·35 | | | |
| Lonavla to Karla . . . . . | 29-5-07 | 4·92 | | | |
| Karla to Talegaon . . . . . | 8-1-08 | 13·51 | | | |
| Talegaon to Shelarvadi . . . . . | 22-5-08 | 7·77 | | | |
| Shelarvadi to Poona . . . . . | 13-5-08 | 13·46 | | | |
| | | | 85·82 | | |
| *Nagpur Branch*— | | | | | |
| Bhusaval Junction to Nandgaon . . . | 11-1-89 | 17·93 | | | |
| Nandgaon to Shegaon . . . . . | 1-4-90 | 44·65 | | | |
| | | | 62·58 | | |
| *Midland section*— | | | | | |
| Agra cantonment to new Junction with Agra-Delhi Chord railway near Raja-ki-Mandi. | 3-2-13 | 2·70 | | | |
| Old Junction with Agra-Delhi Chord railway near Raja-ki-Mandi (mile 836·57) to down main line near Belanganj (mile 837·70). | 3-2-13 | 1·13 | | | |
| Junction near east mouth of tunnel (mile 837·53) to East Indian railway down point of Agra city (mile 837·57). | 3-2-13 | 0·04 | | | |
| | | | 3·87 | | |
| Total Double line . . . . . | ... | ... | ... | 617·06 | |
| QUADRUPLE LINE— | | | | | |
| Victoria Terminus to Curry Road . . . | 4-12-05 | 4·29 | 4·29 | 4·29 | |

**Details of construction**—

*Permanent-way.*—On the Great Indian Peninsula railway proper the main line is laid with 100-lb. bull-headed, 82-lb. bull-headed and 69-lb. double-headed steel rails. The sleepers originally laid were chiefly wooden; these have now to a large extent been replaced by iron pots. The whole of the South-East line, except the Ghat sections, is laid with iron pots. On the Midland section the whole of the main line, the Manikpur branch, the Cawnpore branch from Jhansi to mile 326·64, and from Bina to Katni, are laid with 80-lb. flat-footed steel rails on cast iron pot sleepers. The Cawnpore branch from mile 351·77 to Hamirpur Road is laid chiefly with 82-lb. bull-headed rails on cast iron pot sleepers. The main line between Bombay and Igatpuri and Kalyan and Lonavla is being relaid with 100-lb. bull-headed rails on wooden sleepers.

*Ballast.*—The line is ballasted with sand, gravel, laterite, kunkur or stone.

*Fencing.*—With the exception of the Mohpani, Chalisgaon-Dhulia, Jalgaon-Amalner and Warora-Balharshah branches, the Great Indian Peninsula railway proper is fully fenced. On the Midland section the main line is fenced throughout and the branches are partially fenced.

*Curves.*—The sharpest curve has a radius of 990 feet on the Bhore Ghat, between miles 75 and 76. The next sharpest curve has a radius of 1,056 on the Thull Ghat, between miles 78 and 79.

*Gradients.*—On the Great Indian Peninsula railway proper the ruling gradients on ordinary sections of the main line vary from 1 in 100 to 1 in 200, with 1 in 100 banking sections near Vasind and Asvali; the ruling gradient on the Ghat sections is 1 in 37. On the Midland section the ruling gradient between Bhopal and Jhansi is 1 in 200; between Jhansi and Agra 1 in 150 and between Jhansi and Manikpur 1 in 125. The Jhansi-Cawnpore branch is practically level, except at bridge approaches where the gradients are 1 in 250 and 1 in 300, and between Jhansi and Garhmau where it is 1 in 200.

**Contracts**—

Dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 24th April 1903 (supplemental to the contract of 1900), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 4th August 1908 (supplemental to the contracts of 1900 and 1903), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to Debenture stock.

Dated the 1st August 1913 (supplemental to the contracts of 1900, 1903 and 1908), *between the Secretary of State and the Great Indian Peninsula Railway Company*, for working the Nerbudda colliery.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (f)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

**5 (*a*) Great Indian Peninsula railway** (5′ 6″ gauge)—*concld.*

**Main provisions of contracts—**

(i) *Land.*—Originally, *i.e.*, up to the 30th June 1900, was provided by the Government free of cost to the Company; that acquired thereafter is provided by the Government to the Company at the cost of capital.

(ii) *Government aid.*—Guarantee of interest at 3 per cent on the new capital of the Company.

(iii) *Distribution of profits.*—The working expenses of the whole undertaking are divided half-yearly between and attributed to the Great Indian Peninsula and Indian Midland Railway systems, respectively, in proportion to the gross receipts of each (the branch lines in Berar being treated as part of the Great Indian Peninsula Railway system).

From the gross receipts of each of the two systems is deducted the share of its working expenses apportioned as aforesaid; and the gross earnings of each subsidiary line is charged with a share of the working expenses attributed to the system to which it belongs in the ratios which the gross receipts of such subsidiary lines bear to those of that system.

The net earnings of each year are applied :—

(1) in payment to the Secretary of State of the sum of Rs. 2,00,00,000;

(2) in repayment to the Secretary of State in rupees of the interest payable on money raised after 30th June 1900 by the Company, or by the Indian Midland Railway Company (otherwise than by the issue of shares or capital stock), or provided by the Secretary of State after the same date.

Any surplus to be divided between the Government and the Company in the proportion of $\frac{19}{20}$ths to the former and $\frac{1}{20}$th to the latter. If the Company's share capital is increased by the conversion of further Indian Midland Railway stock, the Company's share of the surplus is to be proportionately increased, but it is never to exceed $\frac{1}{10}$th.

(iv) *Rates and fares.*—Maximum and minimum rates and fares and classification of passengers and goods to be as authorised by the Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials, and Government stores.—To be conveyed on the same general conditions as those in force on State railways, and at rates to be approved by the Government (not being less than the rates in force for similar services on State railways of the same gauge).

(*b*) Government bullion and coin, and the persons in charge thereof.—At special rates to be approved by the Government.

(vi) *Power of the Government to determine contract.*—
(vii) *Power of the Company to surrender contract.*— } On the 30th June 1925 the Company are to give the Secretary of State possession of the undertaking, and the Secretary of State is to pay to the Company the amounts paid up, or credited as paid up, on all shares or stock then existing in the Company's new capital.

(viii) *Term of contract.*—25 years from 1st July 1900.

**Statistics of working (Those for the periods prior to 1901 will be found in appendix 38 to the Report for 1907.)—**

| | Table I. | | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Annuity. | Company's share of surplus profits (based on terms of contract) *attributable to each year.* | Gain or loss to the State *pertaining to each year.* | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | |
| 1901 . | 1,548·27 | 30,64,49,134 | 4,16,57,453 | 2,16,48,151 | 7·06 | 48,96,916 | 1,90,87,970 | 1,97,661* | —25,34,396 | 518 | 48·03 |
| 1902 . | 1,561·63 | 30,83,53,092 | 4,24,25,217 | 2,10,98,968 | 6·84 | 49,58,679 | 1,90,56,785 | 2,64,702 | —31,81,198 | 523 | 50·19 |
| 1903 . | 1,561·63 | 31,08,53,055 | 4,36,61,534 | 2,38,12,514 | 7·66 | 50,67,701 | 1,90,28,750 | 3,79,633 | —6,63,550 | 575 | 49·18 |
| 1904 . | 1,561·63 | 32,00,72,108 | 4,82,41,344 | 2,41,79,728 | 7·55 | 53,19,948 | 1,90,28,595 | 3,84,935 | —5,53,750 | 592 | 49·88 |
| 1905 . | 1,561·63 | 32,65,20,022 | 5,22,33,877 | 2,70,20,162 | 8·28 | 57,50,859 | 1,90,28,535 | 5,28,418 | +17,12,355 | 641 | 48·27 |
| 1906 | 1,561·63 | 33,57,64,972 | 5,05,23,479 | 2,53,01,900 | 7·54 | 61,28,516 | 1,90,28,535 | 4,46,777 | —2,96,928 | 623 | 49·92 |
| 1907 | 1,561·63 | 35,22,04,887 | 5,28,77,202 | 2,49,15,559 | 7·07 | 61,14,699 | 1,90,28,340 | 4,28,268 | —6,55,748 | 619 | 52·68 |
| 1908 . | 1,599·41 | 37,36,87,900 | 4,68,32,792 | 1,76,86,213 | 4·73 | 68,53,220 | 1,90,28,340 | 64,298 | —82,59,645 | 563 | 62·24 |
| 1909 . | 1,599·53 | 37,25,51,484 | 5,27,26,707 | 2,23,43,894 | 6·08 | 72,63,545 | 1,90,28,340 | ... | —39,47,991 | 634 | 57·62 |
| 1910 . | 1,606·24 | 38,67,82,534 | 5,88,44,731 | 2,58,06,771 | 6·67 | 74,48,102 | 1,90,28,355 | 4,60,763 | —11,20,449 | 705 | 56·14 |
| 1911 . | 2,430·40 | 52,81,05,122 | 7,21,04,293 | 3,21,75,319 | 6·09 | 1,32,37,381 | 1,90,21,899 | 2,11,031 | —2,94,993 | 573 | 55·38 |
| 1912 . | 2,419·33 | 54,83,41,956 | 8,02,93,465 | 3,69,34,275 | 6·74 | 1,33,36,641 | 1,90,27,104 | 6,30,527 | +39,40,203 | 638 | 54·00 |
| 1st qr. of 1913. | 2,418·41 | 55,97,86,972 | 2,35,95,846 | 1,07,43,557 | 1·92 | 34,21,681 | 47,56,635 | 3,08,487 | +22,56,754 | 751 | 54·47 |
| 1913-14. | 2,484·03 | 59,49,23,530 | 8,57,95,516 | 3,40,52,063 | 5·72 | 1,49,18,233 | 1,90,28,048 | 4,01,512 | —2,95,725 | 664 | 60·31 |

* From 1st July 1900 to 31st December 1901.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (j)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

**5 (*b*) Agra-Delhi Chord railway** (5′ 6″ gauge)—

This railway has been constructed by the State and is worked by the Great Indian Peninsula Railway Company.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| Raja-ki-Mandi (Agra) to Kosi | 3-12-04 | 56·66 | | |
| Kosi to Delhi Sadr | 15-11-04 | 62·62 | | |
| Delhi Sadr to Delhi | 1-3-05 | 0·48 | | |
| Loop line connecting Agra-Delhi Chord railway with Delhi-Umballa-Kalka and Southern Punjab railways. | 15-10-11 | 0·22 | | |
| | | | 119·98 | |
| *Branch—* | | | | |
| Kosi to Sanket | 24-2-06 | 5·95 | 5·95 | |
| Total | ... | ... | ... | 125·88 |
| DOUBLE LINE— | | | | |
| Junction point near Raja-ki-Mandi to centre of Bilochpura station. | 3-2-13 | 0·65 | | |
| Loop line connecting Agra-Delhi Chord railway with Delhi-Umballa-Kalka and Southern Punjab railways | 15-10-11 | 0·22 | | |
| Catch point No. 9 at Bombay end of Delhi Sadr Yard to terminal point of Agra-Delhi Chord railway. | 0-0-12 | 1·91 | | |
| | | | 2·78 | |

**Details of construction—**

*Permanent-way.*—The main line is laid with 85-lb. bull-headed steel rails on 45-lb. cast-iron chairs spiked with 3 spikes to deodar sleepers, and the branch is laid with 75-lb. flat-footed steel rails, second hand, on dog-spiked deodar sleepers.

*Ballast.*—The line is ballasted with kunkur soling and stone ballast to bring it up to full section.

*Fencing.*—The line is fully fenced.

*Curves.*—The sharpest curve is of 950 feet radius.

*Gradients.*—The ruling gradient is 1 in 400, except between Raja-ki-Mandi Junction and Bilochpura (Agra) and between Delhi Sadr and Delhi Junction where it is 1 in 200 and 1 in 333, respectively.

**Contracts—**

Dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system, and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 5th February 1909, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the Agra-Delhi Chord railway as part of the Indian Midland railway system of the Company's undertaking.

**Main provisions of contracts—**

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—The line is the absolute property of the Government, which provide all the funds chargeable to capital, and it is managed, maintained and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland Railway system of the Company's undertaking.

(iii) *Terms of working.*—As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge), provided that no proportion in excess of 20 per cent of the gross receipts paid to any Railway Administration to whom running powers may be granted over the Agra-Delhi Chord is debited in the General Working Expenses Account of the Company's undertaking, such excess, if any, being directly debited to the Revenue Account of the Agra-Delhi Chord railway as a separate charge against its receipts.

(iv) *Distribution of profits.*—The whole of the net earnings of the railway belong to the Government.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.—

} As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

(vii) *Power of the Government to determine contract.*—

(viii) *Power of the Company to surrender contract.*—

(ix) *Term of contract.*—

} The contract is current from the day on which the line was opened throughout for traffic and is to continue in force until terminated, either by the Government or the Company, on the 30th June or 31st December by giving to the other party not less than twelve calendar months' notice.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

## Number $\frac{\text{Main head 5}}{\text{Sub-heads } (a) \text{ to } (j)}$: GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.*

### 5 (*b*) Agra-Delhi Chord railway (5′ 6″ gauge)—*concld.*

**Statistics of working—**

| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Gain or loss to the State *pertaining to each year.* | Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|---|---|
| | | | TABLE I. | | | | | TABLE II. | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| 1904 . | 119·51 | 1,05,90,556 | 18,070 | 9,992 | 0·09 | 2,95,164 | —2,85,172 | 22 | 44·70 |
| 1905 . | 119·75 | 1,22,46,227 | 8,04,655 | 4,19,625 | 3·43 | 4,20,181 | —556 | 140 | 47·85 |
| 1906 . | 125·99 | 1,27,90,307 | 16,46,320 | 8,15,383 | 6·37 | 4,70,283 | +3,45,080 | 254 | 50·47 |
| 1907 . | 125·99 | 1,28,37,017 | 16,15,900 | 7,45,489 | 5·81 | 4,09,625 | +3,35,864 | 247 | 53·87 |
| 1908 . | 125·66 | 1,28,12,755 | 15,17,793 | 5,70,112 | 4·45 | 4,34,834 | +1,35,278 | 232 | 62·44 |
| 1909 . | 125·66 | 1,30,68,568 | 14,74,866 | 6,32,196 | 4·76 | 4,35,293 | +1,96,903 | 226 | 57·81 |
| 1910 . | 125·66 | 1,34,32,595 | 17,65,732 | 7,52,601 | 5·60 | 4,45,949 | +3,06,652 | 270 | 57·38 |
| 1911 . | 125·90 | 1,42,05,868 | 20,87,879 | 8,63,294 | 6·08 | 4,67,506 | +3,95,788 | 316 | 58·25 |
| 1912 . | 125·88 | 1,43,40,719 | 22,53,807 | 10,48,792 | 7·31 | 4,88,760 | +5,60,032 | 349 | 54·06 |
| 1st qr. of 1913. | 125·88 | 1,44,67,320 | 6,14,952 | 2,80,382 | 1·94 | 1,22,470 | +1,57,912 | 376 | 54·41 |
| 1913-14 . | 125·88 | 1,45,94,620 | 23,09,374 | 9,21,034 | 6.31 | 5,08,339 | +4,12,705 | 353 | 60·12 |

### 5 (*c*) Baran-Kotah railway (5′ 6″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Baran to Antah . . . . . | 20-2-07 | 13·58 | |
| Antah to Kotah . . . . . | 1-5-09 | 26·71 | |
| Total . . | ... | ... | 40·29 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 87-lb. flat-footed steel rails and Australian or sâl sleepers.

*Ballast.*—The ballast consists of broken stone.

*Fencing.*—The line is not fenced.

*Curves.*—The sharpest curve is of 1,809 feet radius.

*Gradients.*—The ruling gradient is 1 in 150.

**Contracts—**

Dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, as one undertaking, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Dated the 19th March 1909, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the Baran-Kotah railway as part of the Indian Midland railway system of the Company's undertaking.

**Main provisions of contracts—**

As noted under 5 (*b*), Agra-Delhi Chord railway (5′ 6″ gauge), except that the charge for working expenses is not in any half-year to exceed 50 per cent of the entire gross receipts of the Baran-Kotah railway. (*Note.*—These terms had effect from the 1st July 1909, the date on which the Baran-Kotah railway was handed over to the Great Indian Peninsula Railway Company for working, *vide* Railway Board's letter to the Engineer-in-Chief, Nagda-Muttra railway, No. 1022-R.T., dated the 7th June 1909. Prior to that date the charge was the same percentage as obtained for working the lines comprised in the Great Indian Peninsula railway undertaking, *vide* letter from the Agent, Great Indian Peninsula railway, to the Secretary, Railway Board, No. 57-H.-5, dated the 15th April 1912.)

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (j)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

**5 (*c*) Baran-Kotah railway (5′ 6″ gauge)—*concld.***

**Statistics of working—**

| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Table I. Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Gain or loss to the State *pertaining to each year.* | Table II. Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| 1908 . | 13·58 | 39,38,972 | 3,536 | 1,582 | 0·04 | 1,29,811 | —1,28,229 | ·10 | 55·24 |
| 1909 . | 40·29 | 45,52,438 | 49,152 | 23,181 | 0·51 | 1,49,221 | —1,26,740 | 23 | 51·86 |
| 1910 . | 40·29 | 45,67,295 | 1,03,829 | 52,720 | 1·15 | 1,51,068 | —98,348 | 50 | 49·22 |
| 1911 . | 40·29 | 45,65,890 | 1,58,809 | 79,405 | 1·74 | 1,54,829 | —75,424 | 76 | 50·00 |
| 1912 . | 40·29 | 45,96,797 | 1,90,609 | 97,188 | 2·11 | 1,57,421 | —60,233 | 91 | 48·85 |
| 1st qr. of 1913. | 40·29 | 46,47,772 | 38,63 | 19,334 | 0·42 | 39,301 | —19,967 | 74 | 50·00 |
| 1913-14 . | 40·29 | 46,47,772 | 1,77,507 | 88,754 | 1·91 | 1,62,688 | —73,934 | 85 | 50·00 |

**5 (*d*) Bhopal-Itarsi railway (5′ 6″ gauge)—**

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| Itarsi to Hoshangabad . . . . . | 1-6-82 | 10·89 | | |
| Hoshangabad to Bhopal . . . . . | 18-11-84 | | | |
| | | | 56·34 | |
| *Branch—* | | | | |
| Centre of Bhopal station to the joint boundary of the Bhopal-Itarsi and Indian Midland railways at Bhopal . | 11-11-95 | 0·28 | | |
| | | | 0·28 | |
| Total . . | ... | ... | ... | 56·62 |

**Details of construction—**

*Permanent-way.*—The line is laid with the Indian Midland railway 80-lb. flat-footed steel rails on Indian Midland railway cast-iron pot sleepers.

*Ballast.*—The line is fully ballasted throughout with broken stone.

*Fencing.*—The line is fenced throughout.

*Curves.*—There are no curves with a radius of less than 990 feet.

*Gradients.*—The ruling gradient is 1 in 200, except on the Ghat section, 11 miles, where it is 1 in 80.

**Agreements and contract—**

Agreement, dated the 16th September 1880, *between the Government of India and Her Highness the Begum of Bhopal*, as to the construction, management, maintenance and working, by the Government, of the Bhopal-Itarsi railway.

Agreement, dated the 30th June 1887, *between the Government of India and Her Highness the Begum of Bhopal*, supplemental to, and modifying, the agreement of 1880.

Agreement, dated the 2nd December 1890, *between the Government of India and Her Highness the Begum of Bhopal*, supplemental to, and further modifying, the agreement of 1880.

Contract, dated the 21st December 1900 (called the principal contract), *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

**Main provisions of agreements and contract—**

(i) *Land.*—Land within the Bhopal State was provided free of cost by the Durbar; that within British territory by the Government at the cost of capital.

(ii) *Government aid.*—The Government paid for the portion of the line in British territory, and a moiety of the cost of the bridge over the Nerbudda river; in all about Rupees 13,00,000: the Begum of Bhopal contributed Rupees 50,00,000 for the portion of the line in her dominions.

All additional capital is to be provided by the Government, which undertook to construct, maintain, manage and work the line by State or other agency. At present the line is worked by the Great Indian Peninsula Railway Company as part of its undertaking.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (j)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

**5 (*d*) Bhopal-Itarsi railway (5′ 6″ gauge)—*concld.***

**Main provisions of agreements and contract—*concld.***

(iii) *Terms of working.*—For working and stocking the Bhopal-Itarsi railway the Great Indian Peninsula Railway Company receives a sum which bears the same proportion to the total working expenses of the Company's undertaking, including the Bhopal-Itarsi railway, as the gross earnings of the Bhopal-Itarsi railway bear to the gross earnings of the undertaking.

(iv) *Distribution of profits.*—The net earnings are divided in perpetuity between the Government and the Ruler of Bhopal in proportion to the capital contributed by each. In the event of the railway being worked at a loss, such loss is borne by the two parties in the same proportion.

(iv) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of*—

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.—

(vii) *Power of the Government to determine contract.*—

(viii) *Power of the Company to surrender contract.*—

(ix) *Term of contract.*—

} As noted under 5 (*a*), Great Indian Peninsula Railway (5′ 6″ gauge).

**Statistics of working (Those for the periods prior to 1889 will be found in Appendix 38 to the Report for 1907.)—**

TABLE I.

| Year. | Bhopal-Itarsi (British section). Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Gain or loss to the State *pertaining to each year.* | Bhopal-Itarsi (Native State section). Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (10). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | Miles. | Rs. | Rs. | Rs. | |
| 1889. | 13·00 | 12,50,000 | 79,163 | −5,422 | ... | 50,000 | −55,422 | 44·11 | 48,40,846 | 2,67,936 | −18,351 | ... |
| 1890. | 13·00 | 12,85,077 | 87,765 | −16,572 | ... | 50,351 | −66,923 | 44·11 | 50,00,000 | 2,97,049 | −56,093 | ... |
| 1891. | 13·00 | 15,13,568 | 1,30,884 | 48,607 | 3·21 | 57,713 | −9,106 | 44·11 | 50,00,000 | 4,60,431 | 1,73,154 | 3·46 |
| 1892. | 13·00 | 17,46,208 | 1,53,099 | 56,397 | 3·23 | 69,131 | −12,734 | 44·11 | 50,00,000 | 4,47,797 | 1,65,883 | 3·32 |
| 1893. | 13·11 | 20,25,058 | 1,69,162 | 52,038 | 2·57 | 78,429 | −26,391 | 44·00 | 50,00,000 | 4,24,236 | 1,30,925 | 2·62 |
| 1894. | 13·11 | 21,71,496 | 1,61,638 | 61,455 | 2·83 | 83,509 | −22,054 | 44·00 | 50,00,000 | 3,80,217 | 1,44,607 | 2·89 |
| 1895. | 13·11 | 22,47,963 | 1,42,658 | 46,114 | 2·05 | 89,323 | −43,209 | 44·28 | 50,00,000 | 3,18,074 | 1,02,821 | 2·06 |
| 1896 | 13·11 | 22,71,877 | 1,63,688 | 62,744 | 2·76 | 90,107 | −27,363 | 44·28 | 50,00,000 | 3,61,363 | 1,38,582 | 2·77 |
| 1897. | 13·11 | 22,97,134 | 1,52,215 | 61,135 | 2·66 | 91,805 | −30,670 | 44·28 | 50,00,000 | 3,31,379 | 1,33,096 | 2·66 |
| 1898. | 13·11 | 23,24,365 | 1,93,364 | 79,435 | 3·42 | 92,477 | −13,042 | 44·28 | 50,00,000 | 4,17,010 | 1,71,375 | 3·43 |
| 1899. | 13·11 | 23,61,938 | 2,09,611 | 84,080 | 3·56 | 93,303 | −9,223 | 44.28 | 50,00,000 | 4,47,225 | 1,79,444 | 3·59 |
| 1900. | 13·11 | 23,87,389 | 2,55,120 | 1,27,332 | 5·33 | 95,293 | +32,039 | 44·28 | 50,00,000 | 5,35,369 | 2,67,288 | 5·35 |
| 1901. | 13·11 | 25,46,891 | 2,92,861 | 1,44,235 | 5·66 | 98,989 | +45,246 | 44·28 | 50,00,000 | 5,85,152 | 2,88,838 | 5·78 |
| 1902. | 13·11 | 28,02,330 | 3,46,103 | 1,71,236 | 6·11 | 1,06,632 | +64,604 | 44·28 | 50,00,000 | 6,37,038 | 3,16,683 | 6·33 |
| 1903. | 13·11 | 30,92,697 | 3,77,177 | 1,91,441 | 6·19 | 1,17,285 | +74,156 | 44·28 | 50,00,000 | 6,31,911 | 3,21,328 | 6·43 |
| 1904. | 13·11 | 31,52,907 | 3,95,734 | 1,98,066 | 6·28 | 1,20,127 | +77,939 | 44·28 | 50,00,000 | 6,43,742 | 3,22,374 | 6·45 |
| 1905. | 13·11 | 31,76,934 | 3,25,637 | 1,67,805 | 5·27 | 1,23,241 | +44,064 | 44·28 | 50,00,000 | 5,21,619 | 2,67,959 | 5·36 |
| 1906. | 13·11 | 32,57,841 | 3,60,294 | 1,78,761 | 5·49 | 1,25,079 | +53,682 | 44·28 | 50,00,000 | 5,66,833 | 2,81,376 | 5·63 |
| 1907. | 13·11 | 33,38,742 | 4,83,589 | 2,27,071 | 6·68 | 1,34,145 | +1,22,926 | 44·28 | 50,00,000 | 7,32,284 | 3,44,438 | 6·88 |
| 1908. | 13·11 | 35,34,132 | 4,29,276 | 1,62,302 | 4·59 | 1,19,624 | +42,678 | 44·28 | 50,00,000 | 6,11,033 | 2,31,323 | 4·62 |
| 1909. | 13·11 | 36,27,495 | 4,68,717 | 1,98,456 | 5·47 | 1,20,102 | +78,354 | 44·28 | 50,00,000 | 6,50,553 | 2,75,516 | 5·51 |
| 1910. | 13·11 | 37,52,643 | 5,70,169 | 2,47,995 | 6·61 | 1,23,711 | +1,24,284 | 44·28 | 50,00,000 | 7,66,302 | 3,33,939 | 6·68 |
| 1911. | 12·13 | 38,28,934 | 5,58,428 | 2,50,159 | 6·53 | 1,28,262 | +1,21,897 | 44·49 | 50,00,000 | 7,34,374 | 3,29,072 | 6·58 |
| 1912. | 12·13 | 39,14,773 | 7,09,010 | 3,18,267 | 8·13 | 1,32,749 | +1,85,518 | 44·49 | 50,00,000 | 9,09,768 | 4,08,687 | 8·17 |
| 1st qr. of 1913. | 12·13 | 39,41,321 | 2,12,459 | 96,869 | 2·46 | 33,398 | +63,471 | 44·49 | 50,00,000 | 2,69,528 | 1,22,889 | 2·46 |
| 1913-14 | 12·13 | 40,23,467 | 7,05,991 | 2,78,870 | 6·93 | 1,38,967 | +1,40,003 | 44·49 | 50,00,000 | 8,82,535 | 3,48,636 | 6·97 |

TABLE II.

| Year. | British section. Earnings per mile per week. | British section. Proportion of expenses to earnings. | Native State section. Earnings per mile per week. | Native State section. Proportion of expenses to earnings. |
|---|---|---|---|---|
| 1 | 1 | 2 | 3 | 4 |
| | Rs. | | Rs. | |
| 1889. | 117 | 106·85 | 117 | 106·85 |
| 1890. | 130 | 118·88 | 130 | 118·88 |
| 1891. | 200 | 62·50 | 199 | 62·50 |
| 1892. | 226 | 63·16 | 195 | 62·96 |
| 1893. | 248 | 69·17 | 185 | 69·17 |
| 1894. | 237 | 61·98 | 166 | 61·97 |
| 1895. | 209 | 67·68 | 138 | 67·67 |
| 1896 | 241 | 61·75 | 157 | 61·63 |
| 1897. | 223 | 59·84 | 144 | 59·84 |
| 1898. | 284 | 58·81 | 181 | 58·90 |
| 1899. | 307 | 59·89 | 194 | 59·88 |
| 1900. | 375 | 50·12 | 234 | 50·06 |
| 1901. | 430 | 50·75 | 254 | 50·64 |
| 1902. | 508 | 51·51 | 278 | 49·74 |
| 1903. | 553 | 49·48 | 276 | 48·84 |
| 1904. | 583 | 50·14 | 279 | 49·81 |
| 1905. | 477 | 48·57 | 227 | 48·63 |
| 1906. | 531 | 50·37 | 246 | 50·36 |
| 1907. | 710 | 53·04 | 318 | 52·96 |
| 1908. | 630 | 62·19 | 265 | 62·16 |
| 1909. | 688 | 57·66 | 283 | 57·85 |
| 1910. | 836 | 56·50 | 333 | 56·44 |
| 1911. | 885 | 55·20 | 317 | 55·19 |
| 1912. | 1,124 | 55·11 | 393 | 55·08 |
| 1st qr. of 1913. | 1,347 | 54·41 | 466 | 54·41 |
| 1913-14 | 1,119 | 60·49 | 381 | 60·50 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (j)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

**5 (e) Bhopal-Ujjain railway (5′ 6″ gauge).**

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Bhopal to Ujjain ... ... ... ... ... ... | 11-11-95 | 113·27 | 113·27 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 75-lb. flat-footed steel rails on transverse steel sleepers.

*Ballast.*—The line is fully ballasted throughout with broken stone.

*Fencing.*—The line is fenced only at, and in the vicinity of, stations, towns and important level crossings.

*Curves.*—There are no curves with a radius of less than 990 feet.

*Gradients.*—The ruling gradient is 1 in 150.

**Agreements and contract—**

Agreement, dated the 4th August 1896 (called the principal contract), *between the Government of Her Highness the Begum of Bhopal and the Indian Midland Railway Company,* as to the maintenance, management and working, by the Company, of the Bhopal-Parbati section of the Bhopal-Ujjain railway as part of the Company's undertaking.

Agreement, dated the 4th August 1896 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company,* as to the maintenance, management and working, by the Company, of the Parbati-Ujjain section of the Bhopal-Ujjain railway as part of the Company's undertaking.

Contract, dated the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company,* as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Memorandum No. 2653-I. B., dated the 1st July 1902, *from the Government of India in the Foreign Department, to the Government of India in the Public Works Department,* intimating the acceptance by Her Highness the Begum of Bhopal of the provisions of clauses 28 and 29 of the contract of the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company,* in lieu of those of clause 15 of the agreement of the 4th August 1896, *between Her Highness' Government and the Indian Midland Railway Company,* as to the method of arriving at the working expenses of the Bhopal-Parbati section of the Bhopal-Ujjain railway.

Agreement, dated the 31st January 1911 (supplemental to the agreement of 1896), *between the Secretary of State and the Government of Her Highness the Begum of Bhopal,* as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of 1896.

Agreement, dated the 20th March 1911 (supplemental to the agreement of 1896), *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior,* as to the substitution of "Secretary of State," for "Indian Midland Railway Company," as a party to the agreement of 1896.

**Main provisions of agreements and contract—**

(i) *Land.*—Provided free of cost by the Bhopal and Gwalior Durbars for the portions of the railway in their respective territories.

(ii) *Government aid.*—The Bhopal-Parbati section is owned by the Bhopal Durbar, and the Parbati-Ujjain section by the Gwalior Durbar, each of which provides the funds for additional works, alterations in existing works not of the nature of repairs, and expenses, other than those due to ordinary wear and tear incidental to the use and working of the railway and works and the conveyance of traffic thereon. The line is managed, maintained, stocked and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland Railway system of the Company's undertaking.

(iii) *Terms of working.*—For the Bhopal-Parbati section the charges against its gross receipts for working are as noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

For working the Parbati-Ujjain section the Great Indian Peninsula Railway Company retains 50 per cent of its gross receipts for each half-year. The gross earnings of the section are also charged with rent for the use of the station and accommodation provided by the Bombay, Baroda and Central India railway at Ujjain Junction station, and with rent for the telegraph lines and instruments when not the property of the section.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (f)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM—*contd.***

### 5 (*e*) Bhopal-Ujjain railway (5′ 6″ gauge)—*concld.*

**Main provisions of agreements and contract—*concld.***

(iv) *Distribution of profits.*—The net earnings of the Bhopal-Parbati section belong to the Bhopal Durbar; and those of the Parbati-Ujjain section, to the Gwalior Durbar.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} As noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge).

(vii) *Power of the Government to determine agreements and contract.*—
(viii) *Powers of the Durbars to determine agreements.*—
} The agreements are terminable, on the expiry of ten years from the dates of opening of the respective sections throughout for all kinds of public traffic, on 12 months' notice in writing given by either party to the other on the 30th June or 31st December in any year.

(ix) *Term of agreements and contract.*—Ten years, or as noted under 5 (*a*), Great Indian Peninsula railway (5′ 6″ gauge), whichever shall first fall in from the date of opening of the respective sections throughout for all kinds of public traffic.

**Statistics of working—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1895 . | 113·52 | 69,69,331 | 1,958 | 979 | 0·01 | ... | 50·00 |
| 1896 . | 113·52 | 77,77,604 | 3,69,114 | 1,80,218 | 2·32 | 63 | 51·17 |
| 1897 . | 113·52 | 75,86,180 | 3,72,337 | 1,84,660 | 2·45 | 63 | 50·40 |
| 1898 . | 113·27 | 75,85,789 | 4,16,940 | 2,05,051 | 2·70 | 71 | 50·82 |
| 1899 . | 113·27 | 76,54,290 | 5,82,341 | 2,77,911 | 3·63 | 99 | 52·28 |
| 1900 . | 113·27 | 76,88,020 | 9,46,349 | 4,65,681 | 6·06 | 161 | 50·79 |
| 1901 . | 113·27 | 77,61,569 | 5,45,956 | 2,62,044 | 3·38 | 93 | 52·00 |
| 1902 . | 113·27 | 78,02,855 | 5,82,063 | 2,77,292 | 3·55 | 99 | 52·36 |
| 1903 . | 113·27 | 78,11,402 | 4,44,766 | 2,14,841 | 2·75 | 76 | 49·35 |
| 1904 . | 113·27 | 78,14,670 | 4,54,721 | 2,17,562 | 2·78 | 77 | 49·99 |
| 1905 . | 113·27 | 78,35,712 | 6,06,240 | 2,96,639 | 3·79 | 103 | 51·23 |
| 1906 . | 113·27 | 78,51,048 | 6,86,799 | 3,31,924 | 4·23 | 117 | 51·67 |
| 1907 . | 113·27 | 78,58,669 | 7,81,578 | 3,74,678 | 4·77 | 133 | 52·06 |
| 1908 . | 113·27 | 78,62,989 | 7,70,325 | 3,45,421 | 4·39 | 131 | 55·16 |
| 1909 . | 113·27 | 78,73,658 | 8,23,957 | 3,82,457 | 4·86 | 148 | 53·58 |
| 1910 . | 113·27 | 78,73,354 | 8,65,310 | 4,05,340 | 5·15 | 147 | 53·16 |
| 1911 . | 113·27 | 78,77,088 | 9,59,356 | 4,55,954 | 5·79 | 163 | 52·47 |
| 1912 . | 113·27 | 78,78,601 | 10,76,999 | 5,17,442 | 6·57 | 183 | 51·96 |
| 1st qr. of 1913. | 113·27 | 78,79,231 | 2,47,615 | 1,17,202 | 1·49 | 166 | 52·67 |
| 1913-14 | 113·27 | 78,82,224 | 11,10,645 | 5,12,648 | 6·50 | 189 | 53·84 |

### 5 (*f*) Bina-Goona-Baran railway (5′ 6″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| From the joint boundary of the Midland section of the Great Indian Peninsula and Bina-Goona-Baran railways, a point, 2·00 miles from the centre of Bina station, to Goona. | 23-9-95 | 71·71 | |
| From centre of Goona station (mile 216—3,402 feet) to end of Baran station (mile 290—2,850 feet). | 15-5-99 | 73·90 | |
| TOTAL ... | ... | ... | 145·61 |

Number $\frac{\text{Main head 5.}}{\text{Sub-heads (a) to (j)}}$ **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

**5 (*f*) Bina-Goona-Baran railway** (5′ 6″ gauge)—*contd.*

**Details of construction—**

*Permanent-way.*—The line is laid with 75-lb. flat-footed steel rails, 59·90 miles on deodar sleepers and 85·73 miles on transverse steel sleepers, State railway pattern.

*Ballast.*—The line is ballasted with broken stone and laterite.

*Fencing.*—The line from Bina to Goona is fenced. The Goona-Baran section is unfenced except at stations.

*Curves.*—There are no curves with a radius of less than 990 feet.

*Gradients.*—The ruling gradient is 1 in 125.

**Agreements and contract—**

Agreement, dated the 15th July 1896 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Bina-Goona section of the Bina-Goona-Baran railway as part of the Company's undertaking (with clause 13 thereof modified as to *maintenance of telegraphs* under the authority of the letter *from the Government of India to the Honourable the Agent to the Governor General for Central India*, No. 596-R. T., dated the 20th June 1899).

Agreement, dated the 20th February 1899 (called the principal contract), *between the Government of His Highness the Maharao of Kotah and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Chabra-Baran section of the Bina-Goona-Baran railway as part of the Company's undertaking.

Agreement, dated the 27th February 1899 (called the principal contract), *between the Government of His Highness the Nawab of Tonk and the Indian Midland Railway Company*, as to the management, maintenance and working, by the Company, of the Dharnaoda-Chabra section of the Bina-Goona-Baran railway as part of the Company's undertaking.

Agreement, dated the 12th May 1899 (called the principal contract), *between the Government of His Highness the Maharaja Scindia of Gwalior and the Indian Midland Railway Company*, as to the maintenance, management and working, by the Company, of the Goona-Dharnaoda section of the Bina-Goona-Baran railway as part of the Company's undertaking.

Contract, dated the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, as to the maintenance, management and working, by the Company, of the railways known as the Great Indian Peninsula railway system and the Indian Midland railway system, and the subsidiary lines included therein.

Memorandum No. 3529 I. B., dated the 20th September 1901, *from the Government of India in the Foreign Department, to the Government of India in the Public Works Department*, intimating the acceptance by the Kotah and Tonk Durbars of the provisions of clauses 28 and 29 of the contract of the 21st December 1900, *between the Secretary of State and the Great Indian Peninsula Railway Company*, in lieu of those of the contracts of the 20th and 27th February 1899, *between the Kotah and Tonk Durbars and the Indian Midland Railway Company*, as to the method of arriving at the working expenses, respectively, of the Chabra-Baran and Dharnaoda-Chabra sections of the Bina-Goona-Baran railway.

Agreements, dated the $\frac{\text{16th March}}{\text{17th April}}$ $\frac{}{\text{29th June}}$ 1905, *between the Government of His Highness the Maharaja Scindia of Gwalior and the Government of His Highness the Nawab of Tonk*, as to the purchase, by the former from the latter, of the Dharnaoda-Chabra section of the Bina-Goona-Baran railway.

Agreement, dated the 12th January 1911, *between the Secretary of State and the Government of His Highness the Maharao of Kotah*, supplemental to the agreement of the 20th February 1899, *between the Kotah Durbar and the Indian Midland Railway Company*, as to the substitution of "Secretary of State", for "Indian Midland Railway Company", as a party to the agreement of 1899.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, supplemental to the agreement of the 15th July 1896, *between the Gwalior Durbar and the Indian Midland Railway Company*, as to the substitution of "Secretary of State", for "Indian Midland Railway Company", as a party to the agreement of July 1896.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, supplemental to the agreement of the 12th May 1899, *between the Gwalior Durbar and the Indian Midland Railway Company*, as to the substitution of "Secretary of State," for "Indian Midland Railway Company", as a party to the agreement of 1899.

Agreement, dated the 20th March 1911, *between the Secretary of State and the Government of His Highness the Maharaja Scindia of Gwalior*, supplemental to the agreement of the 27th February 1899, *between the Tonk Durbar and the Indian Midland Railway Company*, as to the substitution of "Secretary of State", for "Indian Midland Railway Company", as a party to the agreement of 1899.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (i)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

**5 (*f*) Bina-Goona-Baran railway** (5′ 6″ gauge)—*concld.*

**Agreements and contract**—*concld.*

Momorandum No. 3002-I.B., dated the 30th August 1913, from the Government of India in the Foreign Department to the Government of India in the Railway Department, intimating the acceptance by the Gwalior Durbar of the arrangement come to between the Tonk Durbar and the Great Indian Peninsula Railway Company in 1901, for the purpose of arriving at the working expenses of the Dharnaoda-Chabra section of the Bina-Goona-Baran railway.

**Main provisions of agreements and contract**—

(i) *Land.*—Provided free of cost by the several Native States for the portions of the railway in their respective territories.

(ii) *Government aid.*—The Bina-Goona, Goona-Dharnaoda, and Dharnaoda-Chabra sections are owned by the Gwalior Durbar, and the Chabra-Baran section by the Kotah Durbar, each of which provides funds for additional works, alterations in existing works not of the nature of repairs, and expenses other than those due to ordinary wear and tear and incidental to the use and working of the railway and works and the conveyance of traffic thereon. The railway is managed, maintained, stocked and worked by the Great Indian Peninsula Railway Company as part of the Indian Midland railway system of the Company's undertaking.

(iii) *Terms of working.*—For working the Bina-Goona section, the Great Indian Peninsula Railway Company retains 50 per cent of its gross receipts for each half-year. The gross receipts of the section are also charged with rent for works, etc., in sole and joint use at Bina junction as laid down in clause 10 of the agreement of the 15th July 1896, and with rent for telegraph lines and instruments when not the property of the railway.

For working the Goona-Dharnaoda section, the Great Indian Peninsula Railway Company retains out of its gross receipts a sum which bears the same proportion to the entire gross receipts of the section as the aggregate working expenses of the Indian Midland railway system as a whole (including the Goona-Dharnaoda section) bear to the gross receipts of that system, for each half-year, subject to a limit of 50 per cent of the gross earnings of the section.

For the Dharnaoda-Chabra and Chabra-Baran sections the Railway Company charges the same percentage of the entire gross receipts of those sections as the aggregate working expenses of the whole system of the Company bear to the gross receipts of that system.

(iv) *Distribution of profits.*—The net receipts of each section are paid over to the Durbar to which such section belongs.

(v) *Rates and fares.*— } As noted under
(vi) *Special obligations as to the conveyance of*— } 5 (*a*), Great
(*a*) Mails, troops, police, high Government officials and Government stores.— } Indian Peninsula
(*b*) Government bullion and coin, and the persons in charge thereof— } railway (5′ 6″ gauge).

(vii) *Power of the Government to determine agreements.*— } As noted under 5 (*e*), Bhopal-Ujjain
(viii) *Power of the Durbars to determine agreements.*— } railway (5′ 6″ gauge).
(ix) *Term of agreements.*—

**Statistics of working**—

| Year. | Table I. Mileage open at end of each year. | Table I. Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Table I. Gross earnings. | Table I. Net earnings. | Table I. Percentage of net earnings on total capital outlay given in column (3). | Table II. Earnings per mile per week. | Table II. Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1895 . | 72·18 | 49,81,035 | 48,701 | 22,198 | ... | 19 | 54·42 |
| 1896 . | 72·18 | 54,16,074 | 91,140 | 36,821 | 0·68 | 24 | 59·60 |
| 1897 . | 71·74 | 87,73,621 | 1,02,386 | 43,446 | 0·50 | 27 | 57·57 |
| 1898 . | 71·74 | 97,66,068 | 1,30,004 | 58,040 | 0·59 | 35 | 55·36 |
| 1899 . | 145·21 | 99,31,680 | 2,67,359 | 1,26,108 | 1·27 | 43 | 52·83 |
| 1900 . | 145·21 | 1,00,21,605 | 4,34,847 | 2,20,490 | 2·20 | 57 | 49·29 |
| 1901 . | 145·59 | 1,00,43,286 | 2,52,716 | 1,22,970 | 1·22 | 33 | 51·34 |
| 1902 . | 145·63 | 99,14,442 | 2,38,825 | 1,12,945 | 1·14 | 32 | 52·71 |
| 1903 . | 145·63 | 99,62,459 | 3,21,585 | 1,55,600 | 1·56 | 42 | 49·49 |
| 1904 . | 145·63 | 99,87,016 | 3,31,886 | 1,90,897 | 1·91 | 52 | 51·28 |
| 1905 . | 145·63 | 99,90,394 | 3,68,669 | 1,81,269 | 1·81 | 49 | 50·83 |
| 1906 . | 145·63 | 99,94,053 | 4,90,644 | 2,41,081 | 2·41 | 65 | 50·72 |
| 1907 . | 145·63 | 99,94,424 | 5,63,802 | 2,71,691 | 2·72 | 74 | 51·81 |
| 1908 . | 145·63 | 99,96,263 | 4,13,370 | 1,88,397 | 1·88 | 55 | 54·42 |
| 1909 . | 145·63 | 1,00,08,750 | 2,79,697 | 1,27,960 | 1·28 | 37 | 54·23 |
| 1910 . | 145·61 | 1,00,13,493 | 3,28,511 | 1,53,287 | 1·53 | 43 | 53·34 |
| 1911 . | 145·61 | 1,00,32,562 | 3,87,036 | 1,61,472 | 1·61 | 51 | 53·11 |
| 1912 | 145·61 | 1,00,34,004 | 5,24,546 | 2,50,969 | 2·50 | 69 | 52·16 |
| 1st qr. of 1913 | 145·61 | 1,00,34,292 | 1,56,680 | 75,070 | 0·75 | 83 | 53·07 |
| 1913-14 . | 145·61 | 1,00,42,700 | 6,18,716 | 2,85,378 | 2·84 | 81 | 53·50 |

# APPENDIX I—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 5}{\text{Sub-heads } (a) \text{ to } (j)}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

**5 (*g*) Murtajapur-Ellichpur railway** (2′ 6″ gauge)—

*Date of registration of the Company.*—1910.

This line was constructed by the Great Indian Peninsula Railway Company for a Branch line Company called the Central Provinces Railways Company.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Murtajapur to Ellichpur . . . . . | 1-12-13 | 47·65 | 47·65 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 35-lb. flat-footed steel rails laid on pressed steel pea pod sleepers.

*Ballast.*—The line is chiefly ballasted with sand. Banks at places are ballasted with moorum.

*Fencing.*—Only the station yards are fenced.

*Curves.*—The sharpest curve is of 637 feet radius.

*Gradients.*—The ruling gradient is 1 in 100.

**Agreement—**

The line was constructed, and is being maintained and worked, by the Great Indian Peninsula Railway Company under the terms of an agreement which is under consideration.

**Statistics of working—**

| | Table I. | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of the year. | Total capital outlay, including suspense, to end of the year, i.e., outlay on (*i*) lines oped and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Rebate from, (+), or share of surplus profits payable to the Great Indian Peninsula railway, (—). | Total income. | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| 1913-14 ... | Miles. 47·65 | Rs. 24,35,662 | Rs. 65,505 | Rs. 36,027 | 1·48 | Rs. ... | Rs. 36,027 | Rs. 1·48 | Rs. 196 | 45·00 |

**5 (*h*) Matheran Light railway** (2′ 0″ gauge)—

*Date of registration of the Company.*—16th September 1908.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Neral to Matheran . . . . . | 22-3-07 | 12·61 | 12·61 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 30-lb. flat-footed steel rails laid on half-round teak and other wood sleepers.

*Ballast.*—Broken stone.

*Fencing.*—Not fenced.

*Curves.*—The sharpest curve is of 60 feet radius.

*Gradients.*—The gradient is 1 in 20 compensated.

**Local Government Order and agreement—**

The Matheran Tramway order published under the Bombay Government, Public Works Department (Railway), Notification No. 34, dated the 28th July 1904, authorising the construction, maintenance and working of the line by the Promoter.

Agreement, dated the 30th October 1909, *between the Matheran Steam Light Tramway Company and the Great Indian Peninsula Railway Company*, as to the control of traffic and working, by the latter, of the line.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 5}}{\text{Sub-heads (a) to (j)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*contd.*

**5 (*h*) Matheran Light railway** (2′ 0″ gauge)—*concld.*

**Main provisions of Local Government Order and agreement—**

(i) *Land.*—Government land was provided free of cost. Private land to be acquired by the Government at the expense of the Tramway Company.

(ii) *Government aid.*—The line is the property of the Matheran Steam Light Tramway Company, who provide all rolling-stock, locomotives, machinery and plant, and maintain the way and works; the working of traffic, train arrangements, and the keeping and auditing of the Revenue Accounts being under the control of the Great Indian Peninsula Railway Company.

(iii) *Terms of working.*—The gross receipts are treated as those of the Great Indian Peninsula Railway Company, which retains thereout the actual expenditure incurred by it, including the cost of stores consumed on the Matheran Light railway in the Traffic and Audit Departments, and for station and running staff, printing, stationery and all other expenses connected therewith, *plus* 5 per cent per annum as rent on the actual cost of new structures, machinery, plant and furniture, and 7½ per cent per annum for ballast, permanent-way, etc., including maintenance and renewal, for the sole use of the Light railway with a certain proportion (based on the weight of local and interchanged traffic) of the annual rent, at the rates above noted, for new joint works, etc.

(iv) *Distribution of profits.*—The net receipts are to be paid over to the Light Railway Company.

(v) *Rates and fares.*—To be within the maxima sanctioned in the Tramway Order, the rules, conditions, etc., in respect thereto being the same as obtain on the Great Indian Peninsula railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vii) *Power of the Railway Company to determine agreement.*—
(viii) *Power of the Tramway Company to determine agreement.*—
(ix) *Term of agreement.*— } The agreement is terminable on the 31st March or 30th September in any year on six months' notice by either party to the other.

Government may purchase the line as a going concern on the 1st January 1940, or at the expiration of any subsequent period of five years, for a sum representing the aggregate of 25 times the average of its net earnings for the three calendar years immediately preceding the date of purchase.

**Statistics of working—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1907 | 12·61 | 10,11,300 | 17,529 | −12,783 | ... | 55 | 172·92 |
| 1908 | 12·61 | 10,55,007 | 58,410 | 8,456 | 0·80 | 117 | 84·17 |
| 1909 | 12·61 | 11,12,071 | 64,873 | 27,612 | 2·48 | 144 | 57·44 |
| 1910 | 12·61 | 11,34,119 | 55,951 | 13,513 | 1·19 | 123 | 75·85 |
| 1911 | 12·61 | 11,36,563 | 74,352 | 39,483 | 3·47 | 158 | 46·90 |
| 1912 | 12·61 | 11,38,245 | 76,089 | 36,684 | 3·25 | 163 | 53·09 |
| 1st qr. of 1913 | 12·61 | 11,38,720 | 19,401 | 8,843 | 0·34 | 118 | 80·19 |
| 1913-14. | 12·61 | 11,38,848 | 74,545 | 33,410 | 2·84 | 114 | 45·18 |

**5 (*i*) Dhond-Baramati railway** (2′ 6″ gauge)—

*Date of registration of the Company.*—1912.

In Railway Board's letter No. 2912 R.C., dated the 2nd November 1912, orders were issued to the Administration of the Great Indian Peninsula railway to proceed with the construction of this line on behalf of the Dhond-Baramati Railway Company.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 46}}{\text{Sub-head (a) to (j)}}$. **GREAT INDIAN PENINSULA RAILWAY SYSTEM**—*concld.*

**5 (*i*) Dhond-Baramati railway** (2′ 6″ gauge)—*concld.*

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Dhond to Baramati (sanctioned on 2nd November 1912) ... ... ... | ... | 27·33 | 27·33 |

**5 (*j*) Murtajapur-Yeotmal railway** (2′ 6″ gauge)—

*Date of registration of the Company.*—1910.

In Railway Board's telegram No. 918 R.C., dated the 9th April 1912, orders were issued to the Administration of the Great Indian Peninsula railway to proceed with the construction of this line on behalf of the Central Provinces Railway Company.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Murtajapur to Yeotmal (sanctioned on 9th April 1912) ... ... ... ... | ... | 70·08 | 70·08 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 6 / Sub-heads (*a*) to (*m*). **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM.**

*Chairman.*—Colonel Sir William S. S. Bisset, K.C.I.E.
*Secretary.*—Lieut-Col. H. Bonham-Carter.
*Offices.*—91, York Street, Westminster, S.W.
*Date of registration of the former guaranteed Company.—1853.*

The former Madras Guaranteed Railway Company's contract having expired on the 31st December 1907, the lines owned by that Company were purchased by the Secretary of State for India, and on the 1st January 1908, the then existing Madras railway (with the exception of the Jalarpet-Mangalore section), together with the 3′ 3⅜″ gauge sections of the South Indian railway from Katpadi to Gudur and Pakala to Dharmavaram, was made over to the Southern Mahratta Railway Company for working, the enlarged Company being styled the Madras and Southern Mahratta Railway Company.

**Lines comprised in the system—**

The Madras and Southern Mahratta railway system is made up of—

| | Open line. | Under construction or sanctioned for construction. | Total. |
|---|---|---|---|
| | Miles. | Miles. | Miles. |
| (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge) | 1,031·73 | 15·86 | 1,047·59 |
| (*b*) Kolar Gold-fields railway (5′ 6″ gauge) | 9·88 | ... | 9·88 |
| (*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge) | 1,520·80 | ... | 1,520·80 |
| (*d*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge) | 51·80 | ... | 51·80 |
| (*e*) Birur-Shimoga railway (3′ 3⅜″ gauge) | 37·92 | ... | 37·92 |
| (*f*) Dhone-Kurnool railway (3′ 3⅜″ gauge) | 32·00 | ... | 32·00 |
| (*g*) Hindupur (Yesvantpur-Mysore Frontier) railway (3′ 3⅜″ gauge) | 51·85 | ... | 51·85 |
| (*h*) Kolhapur railway (3′ 3⅜″ gauge) | 29·27 | ... | 29·27 |
| (*i*) Mysore-Nanjangud railway (3′ 3⅜″ gauge) | 15·80 | ... | 15·80 |
| (*j*) Mysore-section (Madras and Southern Mahratta) (3′ 3⅜″ gauge) | 296·28 | 21·07 | 317·35 |
| (*k*) Sangli railway (3′ 3⅜″ gauge) | 4·90 | ... | 4·90 |
| (*l*) West of India Portuguese railway (3′3⅜″ gauge) | 51·10 | ... | 51·10 |
| (*m*) Tanali-Bepalli railway (5′ 6″ gauge) | ... | 21·10 | 21·10 |
| Total | 3,132·63 | 58·03 | 3,190·66 |

**Running powers—**

| | | |
|---|---|---|
| *Foreign lines over home line—* | | |
| Bengal-Nagpur railway, Waltair to Vizagapatam (including the wharf and swamp lines) | for passenger and goods trains. | 4·97 |
| Nizam's Guaranteed State railway, outer signal at Bezwada to Bezwada station | | 0·89 |
| South Indian railway, over whole or any part of the Madras-Bangalore section | | 219·00 |
| | Total | 224·86 |

**6 (*a*) Madras and Southern Mahratta railway** (5′ 6″ gauge)—

The Madras and Southern Mahratta 5′ 6″ gauge railway is defined to be the former Madras railway (with the exception of the Jalarpet-Mangalore section), and the southern section of the former East Coast railway (called the North-East line of the former Madras railway).

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| SOUTH-WEST LINE— | | | | | |
| *Main line—* | | | | | |
| Madras to Veyasarpandy | 7-4-73 | 2·16 | | | |
| Veyasarpandy to Walajah Road (Arcot) | 1-7-56 | 63·22 | | | |
| Walajah Road (Arcot) to Katpadi | 7-5-57 | 14·96 | | | |
| Katpadi to Gudiyattam | 19-5-58 | 15·36 | | | |
| Gudiyattam to Ambur | 15-1-60 | 17·01 | | | |
| Ambur to Vaniyambadi | 1-2-69 | 9·98 | | | |
| Vaniyambadi to Jalarpet. | 23-5-00 | 9·86 | | | |
| | | | 132·55 | | |
| *Branches—* | | | | | |
| *Rayapuram branch—* | | | | | |
| Veyasarpandy to Rayapuram | 1-7-56 | 2·16 | | | |
| Rayapuram to Beach | 22-1-00 | 1·03 | | | |
| Washermenpet to Basin bridge | 15-3-07 | 1·05 | | | |
| *Ranipet branch—* | | | 4·24 | | |
| Walajah Road (Arcot) to Ranipet | 17-4-99 | 4·17 | | | |
| *Bangalore branch—* | | | 4·17 | | |
| Jalarpet Junction to Bangalore Cantonment | 1-8-64 | 84·37 | | | |
| Bangalore Cantonment to Bangalore City | 1-7-82 | 3·05 | | | |
| | | | 87·42 | | |
| Carried over | ... | ... | ... | 238·38 | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$ **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

**6 (*a*) Madras and Southern Mahratta railway** (5′ 6″ gauge)—*contd.*

**Progress in opening**—*concld.*

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Brought forward ... | ... | ... | ... | 228·38 | |
| NORTH-WEST LINE— | | | | | |
| *Main line*— | | | | | |
| Arkonam to Nagari. . . . . | 4-3-61 | 17·27 | | | |
| Nagari to Futtur . . . . . | 8-12-61 | 9·59 | | | |
| Futtur to Renigunta . . . . . | 15-9-62 | 14·46 | | | |
| Renigunta to Reddipalle. . . . . | 1-10-64 | 38·02 | | | |
| Reddipalle to Cuddapah. . . . . | 1-9-65 | 39·59 | | | |
| Cuddapah to Muddanuru . . . . . | 1-8-66 | 34·31 | | | |
| Muddanuru to Tadpatri. . . . . | 1-9-68 | 32·07 | | | |
| Tadpatri to Gooty . . . . . | 1-8-69 | 29·72 | | | |
| Gooty to the Tungabhadra river . . . . | 12-12-70 | 75·33 | | | |
| Tungabhadra to Raichur . . . . . | 15-3-71 | 17·93 | | | |
| | | | 308·28 | | |
| NORTH-EAST LINE— | | | | 308·28 | |
| Basin bridge to Korukkupettai . . . . | 15-3-07 | 0·85 | | | |
| Washermenpet to Ennur . . . . . | 22-2-96 | 8·25 | | | |
| Ennur to Gudur . . . . . | 23-3-99 | 75·25 | | | |
| Gudur to Nellore . . . . . | *1-11-88 | 23·75 | | | |
| Nellore to Kistna Canal . . . . . | 20-12-98 | 155·00 | | | |
| Kistna Canal to Bezwada . . . . . | 15-7-97 | 3·06 | | | *The date of opening of the original 3′ 32″ gauge line, which was converted to, and opened on, the 5′ 6″ gauge on the 1st November 1899. |
| Bezwada to Kovvur . . . . . | 20-2-95 | 38·24 | | | |
| Kovvur to Rajahmundry . . . . . | 6-8-00 | 4·69 | | | |
| Rajahmundry to the Junction point near Waltair | 15-7-93 | 119·80 | | | |
| Simhachalam Junction point near Waltair station to Waltair. | 15-7-93 | 4·25 | 483·14 | | |
| *Branches*— | | | | | |
| Samalkot Junction to Cocanada port branch . | 15-7-38 | 9·75 | | | |
| Waltair to end of branch near Vizagapatam station | 15-7-93 | 2·18 | 11·93 | 495·07 | |
| TOTAL OPEN MILEAGE . . | ... | ... | ... | 1,031·73 | |
| "UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | | |
| Guntur to Tenali (sanctioned on 17th April 1913) | ... | ... | 15·86 | 15·86 | |
| GRAND TOTAL . . | ... | ... | ... | 1,047·59 | |
| DOUBLE LINE— | | | | | |
| Washermenpet to Basin bridge . . . . | 15-3-07 | 1·05 | | | |
| Washermenpet to Veyasarpaudy . . . . | 14-9-01 | 1·02 | | | |
| Madras to Veyasarpaudy Junction . . . | 7-4-73 | 2·16 | | | |
| Veyasarpaudy Junction to Perambur . . . | 7-2-74 | 1·30 | | | |
| Perambur to Avadi. . . . . | 1-5-77 | 9·54 | | | |
| Avadi to Tiruvallur. . . . . | 20-7-77 | 12·89 | | | |
| Tiruvallur to Arkonam . . . . . | 23-8-77 | 16·52 | | | |
| Bengal-Nagpur railway north outer signal to north facing point at Waltair. | ... | 0·46 | 44·94 | | |

**Details of construction—**

*Permanent-way.*—The South-West line up to Bangalore, the North-West line up to mile 231·84 and North-East line up to mile 14 are laid with 80-lb. bull-headed steel rails on cast iron pots each weighing 112 lbs. From mile 231·84 to Raichur the North-West line is laid with 75-lb. double-headed steel rails. The rest of the North-East line from mile 14 is laid with 75-lb. flat-footed steel rails on wooden and pea-pod steel sleepers. The wooden sleepers are gradually being renewed by cast iron pot sleepers.

*Ballast.*—The line is ballasted with stone and sand, chiefly the latter.

*Fencing.*—The North-West and South-West lines and fenced throughout and the North-East line only in the vicinity of towns, stations and level crossings.

*Curves.*—The sharpest curve is of 700 feet radius.

*Gradients.*—The ruling gradient between Madras and Jalarpet is 1 in 159; between Jalarpet and Bangalore, 1 in 80 (except at Kuppam Ghat where it is 1 in 68 and between Bangalore cantonment and Bangalore city there is a gradient of 1 in 78); between Walajah Road and Ranipet, 1 in 150; between Arkonam and Raichur, 1 in 80 (except at Ballapalli Ghat where it is 1 in 60); between Madras and Bezwada, 1 in 200; and between Bezwada and Waltair, 1 in 150.

**Contracts—**

Dated the 1st June 1882 (called the original contract), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction and working of a system of railways in the South Mahratta country to be called the Southern Mahratta railway.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 6}{\text{Sub-heads } (a) \text{ to } (m)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

**6 (*a*) Madras and Southern Mahratta railway (5′ 6″ gauge)—*contd.***

**Contracts**—*concld.*

Dated the 28th October 1885 (supplemental to that of 1882), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction and working of the West Deccan railway.

Dated the 31st August 1887 (supplemental to those of 1882 and 1885), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction and working of a line from Ranibennur to Harihar and a line from Bellary to Guntakal.

Dated the 31st August 1887 (supplemental to those of 1882, 1885 and 1887), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction, maintenance and working of the Mysore State railway.

Dated the 27th February 1889 (supplemental to those of 1882, 1885 and 1887), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the completion and working of the Bellary-Kistna railway.

Dated the 21st August 1898 (supplemental to those of 1882, 1885, 1887 and 1889), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the working of the British section of the Guntakal-Yesvantpur railway.

Dated the 8th April 1903 (supplemental to those of 1882, 1885, the secondly mentioned contract of 1887, and that of 1889), *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the adoption of 1*s.* 4*d.* as the "preseribed" rate of exchange.

Dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing contracts subject to the variations and modifications thereof as therein set forth.

Dated the 16th March 1911, *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, supplemental to, and in amendment of certain particulars in, that of 1908.

Despatch from the Secretary of State, No. 66 Railway, dated the 12th August 1912, in regard to the issue of further capital by the Company.

Dated the 11th February 1914 (supplemental to that of 1908), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, in regard to the issue of debentures and debenture stock.

**Main provisions of contracts—**

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—(*a*) Interest in sterling is guaranteed at 3½ per cent per annum on the nominal amount of capital stock, for the time being, of the Company, and is payable half-yearly by the Secretary of State, the Government being entitled to retain out of the Company's share of surplus profits for the year the rupee-equivalent of this interest. If the Company's share for the year be less than the guaranteed interest, the deficiency is not to be made good out of the Company's share of a subsequent year.

(*b*) Moneys for capital expenditure are provided at the Secretary of State's option, either by advances made by him, or by the issue of debentures or debenture stock or further capital stock of the Company: such issues can only be made with the Secretary of State's approval.

(*c*) Debentures falling due are discharged by advances made by the Secretary of State.

[NOTE.—The advances made by the Secretary of State under (*b*) and (*c*) above are, until repaid, treated as further capital contributed by him. All money raised by the Company on debentures or debenture stock or capital stock are applied, in the first place, to the repayment of these advances.]

(*d*) Interest due on debentures or debenture stock is paid in sterling by the Secretary of State.

[NOTE.—The rupee-equivalent of this interest is repaid to the Secretary of State out of the net earnings of each half-year.]

(iii) *Distribution of profits.*—After deducting, from the gross earnings of the Company's and State lines for the half-year, the working expenses (which include the contributions made under the rules to the Provident Fund and the haulage payable to the South Indian railway), the net earnings are applied:—

(*a*) in payment of rebate to the South Indian railway and to the Bezwada-Masulipatam railway, if any [see parenthetical note under (*c*) below];

(*b*) in repayment to the Secretary of State of the interest paid on debentures [see (ii) (*d*) above]. But the undertaking is to be credited half-yearly with a sum equal to the guaranteed interest paid on the average amount, if any, held by the Secretary of State during the half-year, of the unexpended balances of issues of capital made for the purposes of the undertaking; and,

(*c*) the surplus is divided between the Secretary of State and the Company in proportion to the respective shares in which the capital, for the time being, (excluding debenture capital) has been contributed by them. The Secretary of State's capital is taken at a sum of £ 11¼ millions, to which is added the amount up to date of his advances; and the Company's capital at £5 millions, the amount for the time being of their share capital.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

**6 (*a*) Madras and Southern Mahratta railway** (5′ 6″ gauge)—*concld.*

**Main provisions of contracts**—*concld.*

[NOTE.—25 per cent of the gross earnings derived by the Madras-Bangalore section from traffic carried over that section in South Indian railway trains is payable as haulage to the South Indian railway. In addition, the South Indian railway receives a rebate of 25 per cent of the gross earnings derived by the Madras-Bangalore section from the traffic interchanged between that section and the Jalarpet-Mangalore section, *viâ* Jalarpet.

The terms of the rebate payable to the Bezwada-Masulipatam railway are given under sub-head 6 (*d*), Bezwada-Masulipatam railway (3′ 3¾″ gauge), (iii) and (iv).]

(iv) *Rates and fares.*—Maxima and minima for each class and description of passengers and goods are fixed by the Government, who also prescribe the several classes and descriptions. If the Government require the Company to reduce the rates for salt below those in force on the 28th June 1908, the Company are to be compensated for any loss ensuing.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.— } To be conveyed on the same general conditions and at the rates in force on State railways of similar gauge.

(*b*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Government to determine contract.*—The railway and all its appurtenances are absolutely the property of the Government, which may determine the contract on the 31st December 1937, or on the 31st December in any succeeding fifth year reckoning from that date, by giving to the Company in London not less than twelve months' previous notice. Upon the termination of the contract the Company are to give the Government the possession of the railway; and the Government are to pay the Company a sum equal to the nominal amount of its share capital, *viz.*, £5,000,000, and of any additional paid up capital stock that may have been issued for the purpose of the Company's and State lines.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract.*—The contract is determinable only as noted under (vi) above.

**Statistics of working**—

| | TABLE I. | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1908 | 1,031·73 | 16,69,79,297 | 1,64,22,663 | 44,96,942 | 2·69 | 306 | 72·62 |
| 1909 | 1,031·73 | 17,06,51,720 | 1,79,33,335 | 72,97,315 | 4·28 | 334 | 59·31 |
| 1910 | 1,031·73 | 17,37,06,686 | 1,88,12,095 | 80,93,571 | 4·66 | 351 | 56·98 |
| 1911 | 1,031·73 | 17,73,67,663 | 1,96,36,910 | 89,15,549 | 5·03 | 366 | 54·60 |
| 1912 | 1,031·73 | 17,80,98,139 | 2,16,88,462 | 1,03,95,264 | 5·84 | 404 | 52·07 |
| 1st qr. of 1913 | 1,031·73 | 17,97,20,709 | 59,13,814 | 32,68,211 | 1·82 | 441 | 44·74 |
| 1913-14 | 1,031·73 | 18,26,82,343 | 2,26,70,849 | 1,04,31,713 | 5·71 | 423 | 53·99 |

**6 (*b*) Kolar Gold-fields railway** (5′ 6″ gauge)—

The railway was constructed by the Mysore Durbar in order to provide facilities for the gold-fields.

**Progress in opening**—

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Bowringpet to Marikuppam | 1-6-94 | 9·88 | 9·88 |

**Details of construction**—

*Permanent-way.*—The line is laid with 76-lb. bull-headed steel rails on cast iron pot sleepers.

*Ballast.*—The line is ballasted with stone and sand, chiefly the former.

*Fencing.*—The line is fenced throughout.

*Curves.*—There are no curves with a radius of less than 1,000 feet.

*Gradients.*—The ruling gradient is 1 in 66.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

**6 (*b*) Kolar Gold-fields railway** (5′ 6″ gauge)—*concld.*

**Agreement and contract—**

Agreement, dated the 1st July 1902, *between the Mysore Government and the former Madras Railway Company*, as to working and maintenance with effect from 1st January 1901.

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

**Main provisions of agreement and contract—**

(i) *Land.*—Provided by the Mysore Durbar at the cost of capital.

(ii) *Government aid.*—The line (which is the property of the Mysore Durbar) is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company in all respects (except only as to capital expenditure which is provided by the Durbar) as part of their own undertaking.

(iii) *Terms of working.*— } Maintenance and working expenses are calculated at the same proportion
(iv) *Distribution of profits.*— } of the gross earnings of the Branch as obtains on the Company's system, as a whole, including the Branch. But in the case of accident or damage caused by extraordinary casualty, *e.g.*, by floods, each party bears its own cost of repairs, such cost being eliminated from the Company's revenue account before the percentage of working expenses referred to above is arrived at. The Company works the Branch for the maintenance and working expenses as above, *plus* cost of new minor works and 5 per cent of the gross earnings of the Branch for the use of rolling-stock, *plus* the amount due by the Branch for use of the joint station at Bowringpet. In addition the Company receives $\frac{1}{20}$th of the balance which remains after payment of interest on the capital expenditure of the Branch incurred after the 31st December 1907. Besides the "ordinary" contribution to the Provident Fund, the Branch is liable, when it earns more than 4 per cent on its capital outlay, for a further contribution amounting to the difference between the "ordinary" contribution and 1 per cent of its net receipts.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*— } The same as from time to time obtain on the Company's lines.
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Bullion and coin.—

(vii) *Power of the Government to determine agreement.*—Nil.

(viii) *Power of the Government to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(ix) *Power of the Durbar to determine agreement.*—Subject to six months' notice expiring only on the 30th June or the 31st December of any year.

(x) *Power of the Durbar to determine contract.*—Nil.

(xi) *Power of the Company to determine agreement.*—Subject to six months' notice expiring only on the 30th June or the 31st December in any year; and also to withdraw from the agreement if sanction be accorded to the construction of a competing line to the gold-fields.

(xii) *Power of the Company to surrender contract.*—Nil.

(xiii) *Term of agreement.*—Not specified.

(xiv) *Term of contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| | TABLE I. | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 . . . | 9·88 | 11,73,128 | 2,44,744 | 89,230 | 7·61 | 476 | 63·54 |
| 1905 . . | 9·88 | 11,87,864 | 1,88,402 | 67,600 | 5·69 | 367 | 64·12 |
| 1906 . . . | 9·88 | 11,96,520 | 2,00,400 | 68,275 | 5·71 | 390 | 65·93 |
| 1907 . . . | 9·88 | 12,02,068 | 2,11,153 | 55,749 | 4·64 | 411 | 73·60 |
| 1908 . . . | 9·88 | 12,07,860 | 1,98,191 | 51,095 | 4·23 | 386 | 74·22 |
| 1909 . . . | 9·88 | 12,09,189 | 1,59,004 | 52,739 | 4·36 | 309 | 66·88 |
| 1910 . . . | 9·88 | 12,06,368 | 1,55,747 | 54,733 | 4·54 | 303 | 64·86 |
| 1911 . . . | 9·88 | 12,06,678 | 1,74,398 | 63,927 | 5·30 | 339 | 63·34 |
| 1912 . . . | 9·88 | 12,06,635 | 1,53,344 | 58,791 | 4·87 | 298 | 61·66 |
| 1st qr. of 1913 | 9·88 | 12,06,635 | 45,990 | 20,664 | 1·71 | 358 | 55·07 |
| 1913-14 . . | 9·88 | 12,08,566 | 1,73,840 | 65,189 | 5·39 | 338 | 62·50 |

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$ **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

## 6 (c) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—

The Madras and Southern Mahratta 3′ 3⅜″ gauge railway is the former Southern Mahratta railway in amalgamation with the sections (Pakala to Dharmavaram and Katpadi to Gudur) of the South Indian railway taken over, and the lines formerly known as the Bellary-Rayadrug, Hospet-Kottur and Guntakal-Mysore Frontier railways.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| *Main line—* | | | | | |
| Frontier to Castle Rock | 3-2-88 | 3·63 | | | |
| Castle Rock to Deuli | 15-6-97 | 2·75 | | | |
| Deuli to Dharwar | 24-1-87 | 56·00 | | | |
| Dharwar to Hospet | 1-7-85 | 101·25 | | | |
| Hospet to Bellary | 24-3-84 | 40·51 | | | |
| Bellary to Guntakal* | 16-5-87 | 59·99 | | | |
| Guntakal to Nandyal | 11-7-87 | 90·25 | | | * This section, which was opened throughout in 1871 as a 5′ 6″ gauge branch of the former Madras railway, was made over to the former Southern Mahratta Railway Company on 1st February 1887 and converted to 3′ 3⅜″ gauge on the 16th May 1887. |
| Nandyal to Cumbum | 15-6-90 | 63·18 | | | |
| Cumbum to Tadepalli | 3-10-89 | 122·41 | | | |
| Tadepalli to Bezwada | ... | 2·97 | | | |
| | | | 512·94 | | |
| *Branches—* | | | | | |
| *Haribar branch—* | | | | | |
| Hubli to Haribar | 18-10-86 | 81·00 | | | |
| | | | 81·00 | | |
| *Bijapur branch—* | | | | | |
| Gadag to Hotgi | 1-8-84 | 173·08 | 173·08 | | |
| *Poona branch—* | | | | | |
| Londa to Belgaum | 21-3-87 | 33·00 | | | |
| Belgaum to Miraj | 22-12-87 | 85·28 | | | |
| Miraj to Koregaon | 2-5-87 | 76·09 | | | |
| Koregaon to Ghorpuri | 18-11-86 | 83·07 | | | |
| Ghorpuri to Poona | 4-10-90 | 0·91 | | | |
| | | | 278·86 | | |
| *Guntakal-Mysore Frontier branch—* | | | | | |
| Guntakal to Dharmavaram | 1-3-92 | 62·95 | | | |
| Dharmavaram to Hindupur | 23-4-93 | 49·23 | | | |
| Hindupur to Mysore Frontier | 17-7-93 | 7·27 | | | |
| | | | 119·50 | | |
| *Bellary-Rayadrug branch—* | | | | | |
| Bellary to Rayadrug | 1-7-05 | 33·35 | | | |
| | | | 33·35 | | |
| *Hospet-Kottur branch—* | | | | | |
| Hospet to Kottur | 1-4-05 | 43·06 | | | |
| Ramandrug to Ramanamalai | 1-12-06 | 4·97 | | | |
| Nagalapuram to Fortwall | 24-5-09 | 2·84 | | | |
| Fortwall to Kanivihalli | 1-10-10 | 6·79 | | | |
| | | | 57·66 | | |
| *Katpadi-Dharmavaram branch—* | | | | | |
| Katpadi to Pakala | 18-3-91 | 39·48 | | | |
| Pakala to Vayalpad | 1-1-92 | 46·69 | | | |
| Vayalpad to Dharmavaram | 20-3-93 | 94·14 | | | |
| | | | 180·31 | | |
| *Pakala-Gudur branch—* | | | | | |
| Pakala to Tirupati West | 18-3-91 | 25·05 | | | |
| Tirupati West to Gudur | 15-9-87 | 59·05 | | | |
| | | | 84·10 | | |
| Total | ... | ... | ... | 1,520·80 | |

**Details of construction—**

*Permanent-way.*—The rails in use are of 41½-lb., 50-lb., 60-lb., and 62-lb., flat-footed steel. The sleepers are teak, sal, jamba, pine and Australian eucalyptus and steel trough.

*Ballast.*—The line is ballasted with stone, gravel, sand and moorum.

*Fencing.*—The lines from Hospet to Kottur and Bellary to Rayadrug are unfenced, those from Pakala to Dharmavaram and Katpadi to Gudur are fenced only at stations, and the rest are partially fenced.

*Curves.*—The sharpest curve is of 573 feet radius.

*Gradients.*—The ruling gradient is 1 in 100, except on the Braganza Ghats (between miles 0 and 3 on the main line) and between Ramandrug and Kanivihalli, where the gradient is 1 in 40, and on the sections between Hospet and Kottur and Bellary and Rayadrug, where it is 1 in 60.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

## 6 (*c*) Madras and Southern Mahratta railway (3′ 3⅜″ gauge)—*concld.*

**Contracts—**

This line forms part of the Madras and Southern Mahratta projected railway within the meaning of the original contract of the 1st June 1882, as supplemented by the principal contract of the 26th June 1908, the main provisions of which are stated under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

**Statistics of working—**

| | TABLE I. | | | | | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | INCLUDES THE MADRAS AND SOUTHERN MAHRATTA RAILWAY (5′ 6″ GAUGE), 6 (*a*). | | | | | | | | | | |
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Annuity. | Company's share of surplus profits (based on terms of contract) *attributable to each year.* | Gain or loss to the State *pertaining to each year.* | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | |
| 1908 | 2,542·85 | 29,65,72,872 | 2,82,50,979 | 97,96,440 | 3·30 | 85,17,070 | 59,81,910 | 5,84,312 | —32,86,852 | 214 | 65·32 |
| 1909 | 2,545·74 | 30,21,58,743 | 2,97,72,171 | 1,19,86,633 | 3·95 | 91,55,944 | 73,25,715 | 5,58,508 | —51,03,474 | 225 | 59·91 |
| 1910 | 2,552·53 | 30,63,87,664 | 3,11,30,143 | 1,39,92,155 | 4·27 | 92,09,791 | 73,25,715 | 8,19,124 | —43,22,475 | 235 | 57·94 |
| 1911 | 2,552·53 | 31,14,03,239 | 3,28,29,664 | 1,41,77,381 | 4·55 | 94,61,902 | 73,25,730 | 11,05,276 | —37,15,527 | 247 | 56·82 |
| 1912 | 2,552·53 | 31,37,38,275 | 3,53,32,019 | 1,61,26,469 | 5·16 | 96,17,034 | 73,25,715 | 16,44,270 | —24,60,550 | 266 | 54·36 |
| 1st qr. of 1913. | 2,552·53 | 31,57,83,052 | 96,56,648 | 49,61,725 | 1·57 | 24,13,007 | 18,31,425 | 7,05,909 | +11,384 | 291 | 48·62 |
| 1913-14 | 2,552·53 | 32,04,96,530 | 3,72,78,171 | 1,64,35,232 | 5·13 | 1,08,91,877 | 73,25,715 | 17,59,306 | —35,41,666 | 281 | 55·91 |

NOTE.—The percentage of net earnings is calculated on the total actual capital outlay and not on the *assumed* capital outlay on the basis of which the surplus profits are divided.

## 6 (*d*) Bezwada-Masulipatam railway (3′ 3⅜″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Bezwada to Masulipatam | 4-2-08 | 49·47 | |
| Masulipatam to Masulipatam Port (Tidal Lock) | 1-1-09 | 2·33 | |
| TOTAL | ... | ... | 51·80 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 41¼-lb. flat-footed steel rails on teak sleepers.
*Ballast.*—The line is ballasted 30 miles with stone and the remainder with sand.
*Fencing.*—The station yards only are fenced.
*Curves.*—The radius of the sharpest curve is 717 feet between Masulipatam and Tidal Lock.
*Gradients.*—The ruling gradient is 1 in 200.

**Agreement and contract—**

Agreement, dated the 4th February 1908, *between the District Board of Kistna and the Madras and Southern Mahratta Railway Company*, as to maintenance and working, having effect from the 4th February 1908, the date of opening of the Branch.

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

**Main provisions of agreement and contract—**

(i) *Land.*—Provided by the Government free of cost.
(ii) *Government aid.*—
(iii) *Terms of working.*—
(iv) *Distribution of profits.*—
} The line (which is the property of the District Board of Kistna) is maintained and worked as an integral part of the Company's system by the Madras and Southern Mahratta Railway Company, who provides the rolling-stock and other appliances, etc., necessary thereunto.

For these services the Company is to receive half-yearly 45 per cent of the gross earnings of the Branch; the balance, after meeting the cost of new minor works, being handed over to the District Board.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

**6 (*d*) Bezwada-Masulipatam railway** (3′ 3⅜″ gauge)—*concld.*

**Main provisions of agreement and contract**—*concld.*

By way of rebate the Company is to pay to the District Board, in respect of and at the end of each year, such a sum not exceeding ⅓ in any year 10 per cent of the share attributable to the Company's system of the gross earnings from traffic (except stores) interchanged between the Company's system and the Branch railway as shall, together with the net earnings of the Branch for such year, make up an amount equal to interest for the year at the rate of 3½ per cent on the actual expenditure charged in its capital account.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin.—
} The same as from time to time obtain on the Madras and Southern Mahratta railway.

(vii) *Power of the Government to determine agreement.*—The Government may purchase the Branch line at the expiry of 30 years, or at subsequent periods of 10 years, on twelve months' notice given, at a price 25 times the yearly average net earnings (excluding rebate payments) of three years preceding the purchase, subject to a maximum price of 120 and a minimum of 100 per cent of cost price on a rupee basis.

(viii) *Power of the Government to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(ix) *Power of the Kistna District Board to determine agreement.*—
(x) *Power of the Kistna District Board to determine contract.*—
} Nil.

(xi) *Power of the Company to determine agreement.*—
(xii) *Power of the Company to surrender contract.*—
} Nil.

(xiii) *Term of agreement* [*if not determined under* (vii)].—Not specified.

(xiv) *Term of contract* [*if not determined under* (viii)].—As noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

**Statistics of working**—

| | TABLE I. | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1908 | 49·47 | 20,62,813 | 2,72,333 | 1,49,753 | 7·48 | 117 | 45·00 |
| 1909 | 51·80 | 21,24,465 | 3,29,537 | 1,80,804 | 8·51 | 122 | 45·13 |
| 1910 | 51·80 | 21,56,748 | 3,07,417 | 1,66,821 | 7·73 | 114 | 45·73 |
| 1911 | 51·80 | 21,82,641 | 2,89,551 | 1,57,954 | 7·24 | 107 | 45·45 |
| 1912 | 51·80 | 21,98,743 | 3,31,267 | 1,81,732 | 8·27 | 123 | 45·14 |
| 1st qr. of 1913 | 51·80 | 21,99,308 | 94,771 | 52,124 | 2·37 | 141 | 45·00 |
| 1913-14 | 51·80 | 22,04,271 | 3,58,514 | 1,94,187 | 8·81 | 131 | 45·07 |

**6 (*e*) Birur-Shimoga railway** (3′ 3⅜″ gauge)—

**Progress in opening**—

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Birur to Shimoga | 1-12-99 | 37·92 | 37·92 |

**Details of construction**—

*Permanent-way.*—The permanent-way consists of 41½-lb. flat-footed steel rails on Mysore teak sleepers. The Bhadra bridge is laid with 50-lb. flat-footed steel rails.

*Ballast.*—The line is ballasted throughout with stone and sand.

*Fencing.*—The line is unfenced except for a very short length.

*Curves.*—The sharpest curve is of 1,500 feet radius.

*Gradients.*—The ruling gradient is 1 in 89.

**Agreement and contract**—

Agreement, dated the 2nd December 1899, *between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company*, as to maintenance and working the Shimoga railway, with effect from 1st December 1899, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company.*

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM**—*contd.*

## 6 (*e*) Birur-Shimoga railway (3′ 3⅜″ gauge)—*concld.*

**Agreement and contract**—*concld.*

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

**Main provisions of agreement and contract**—

(i) *Land.*—Provided by the Mysore Durbar at the cost of capital.

(ii) *Government aid.*—The line (which is the property of the Mysore Durbar) is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company in all respects (except only as to capital expenditure which is provided by the Durbar) as part of its own undertaking.

(iii) *Terms of working* — } Maintenance and working expenses are calculated at the same propor-

(iv) *Distribution of profits.*— } tion of the gross earnings of the Shimoga railway as (excluding the cost of new minor works attributable to the Mysore State lines and debitable direct to each of those railways to which the works pertain) obtains on the Company's system as a whole, *plus* 5 per cent of the gross earnings of the Shimoga railway for the use of the Company's rolling-stock with effect from 1st July 1908, *plus* the cost of new minor works, in each half-year. And in addition thereto the Company is, as from the 1st July 1908, entitled to $\frac{1}{10}$th of the surplus of the net earnings of the Shimoga railway, after payment thereout of the interest payable on any capital expenditure incurred in respect of that line after the 31st December 1907. The residue is to be paid by the Company to the Durbar.

(v) *Rates and fares.*— } The same rates as from time to time obtain on the

(vi) *Special obligations as to the conveyance of.*— } Madras and Southern Mahratta railway. Except

(*a*) Mails, troops, police, high Government officials and Government stores.— } when specially sanctioned by the Government, no terminal charge is to exceed 3 pies per maund leviable only at stations of origin and destination.

(*b*) Government bullion and coin.— }

(vii) *Power of the Government to determine agreement.*—If not determined by the Durbar or the Company sooner, *vide* (ix) and (xi), then the agreement terminates simultaneously with the principal contract between the Secretary of State and the Company, dated the 26th June 1908.

(viii) *Power of the Government to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(ix) *Power of the Durbar to determine agreement.*—The Durbar may determine the agreement on the 1st January or 1st July in any year after the year 1904 on 12 months' notice given.

(x) *Power of the Durbar to determine contract.*—Nil.

(xi) *Power of the Company to determine agreement.*—As noted under (ix).

(xii) *Power of the Company to determine contract.*—As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

(xiii) *Term of agreement.*—As noted under (vii).

(xiv) *Term of contract.*—As noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)**—

| | TABLE I. | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 . . . | 37·92 | 24,06,391 | 68,324 | 24,638 | 1·02 | 35 | 63·90 |
| 1905 . . . | 37·92 | 23,98,543 | 80,672 | 31,102 | 1·30 | 41 | 61·45 |
| 1906 . . . | 37·92 | 23,94,973 | 1,11,176 | 44,988 | 1·88 | 56 | 59·53 |
| 1907 . . . | 37·92 | 23,94,973 | 1,36,926 | 57,150 | 2·39 | 69 | 58·26 |
| 1908 . . . | | | | | | | |
| 1909 . . . | | | | | | | |
| 1910 . . . | | | | | | | |
| 1911 . . . | Included with the Mysore section (Madras and Southern Mahratta), 6 (*f*). | | | | | | |
| 1912 . . . | | | | | | | |
| 1st qr. of 1913 . . | | | | | | | |
| 1913-14 . . . | | | | | | | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

**6 (*f*) Dhone-Kurnool railway (5′ 3⅜″ gauge)—**

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Dronachellam to Kurnool . . . . . | 1-1-09 | 32·00 | 32·00 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 41¼-lb. flat-footed steel rails and old pattern second hand steel sleepers.

*Ballast.*—The ballast consists of sand throughout.

*Fencing.*—The station yards only have been fenced.

*Curves.*—The sharpest curve is of 1,146 feet radius.

*Gradients.*—The ruling gradient is 1 in 100.

**Agreement—**

Dated the 15th September 1911, *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to maintenance and working with effect from 1st January 1909.

**Main provisions of agreement—**

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*— } The line was constructed by the agency of the Madras and Southern Mahratta
(iii) *Terms of working.*— } Railway Company from funds supplied by the Government, whose property it absolutely is and who will provide any land and all moneys that may, at any time, be required for the purposes of capital expenditure on the Dhone-Kurnool railway. Subject to the general control of Government in every respect, the line is maintained, stocked and worked by the Company, for and on behalf of the State, on the following terms and conditions.

The gross receipts of the Dhone-Kurnool railway are charged with—

(*a*) the actual cost of maintenance of way and works (including revenue new minor works mentioned in clause 18), other than general supervision usually chargeable to Abstract A of the Standard form of Revenue Account prescribed for use on the Company's railway ;

(*b*) a share of the other half-yearly working expenses of the Company's railway system (excluding the cost of Government supervision and control for which no such charge will be levied against the Company in respect of the working of the Branch, but including the cost of general supervision usually chargeable to Abstract A), calculated at the same proportion of the gross receipts of the Branch as obtains on the Company's system, including the Branch, as a whole ;

(*c*) 5 per cent of the gross receipts of the Branch for the use of the Company's rolling-stock ;

(*d*) Rent and maintenance of works, buildings and premises within the limits of Dronachellam Junction station as indicated in clause 12.

(iv) *Distribution of profits.*—After deducting from the gross receipts of the Branch railway the working expenses above mentioned, the balance belongs to the Government.

(v) *Rates and fares.*— } Subject to the same maxima and minima, rules, conditions and arrangements as from time to time obtain on the Madras and Southern Mahratta Railway Company's railways.
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin.—

(vii) *Power of the Government to determine agreement.*— } Determinable by either party on the 30th June
(viii) *Power of the Company to determine agreement.*— } or 31st December of any year on six months' notice given.

(ix) *Term of agreement.*—Not specified.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads } (a) \text{ to } (m)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

### 6 (*f*) Dhone-Kurnool railway (3′ 3⅜″ gauge)—*concld.*

**Statistics of working—**

| Year. | Table I. Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Gain or loss to the State *pertaining to each year.* | Table II. Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| 1909 . . | 32·00 | 9,25,842 | 1,29,768 | 47,128 | 5·09 | 28,239 | +18,889 | 78 | 63·68 |
| 1910 . . | 32·00 | 9,50,923 | 99,240 | 33,658 | 3·54 | 31,918 | + 1,734 | 60 | 66·09 |
| 1911 . . | 32·00 | 9,74,171 | 1,10,927 | 29,977 | 2·98 | 32,650 | — 3,573 | 67 | 73·79 |
| 1912 . . | 32·00 | 10,05,423 | 1,18,005 | 39,279 | 3·91 | 34,147 | + 5,131 | 71 | 66·71 |
| 1st qr. of 1913. | 32·00 | 10,06,675 | 34,179 | 13,696 | 1·36 | 8,554 | + 5,142 | 82 | 59·93 |
| 1913-14 . | 32·00 | 10,08,750 | 1,23,739 | 44,872 | 4·45 | 34,914 | + 9,958 | 74 | 63·74 |

### 6 (*g*) Hindupur (Yesvantpur-Mysore Frontier) railway (3′ 3⅜″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Yesvantpur to Dodballapur . . . . . | 15-12-92 | 19·93 | |
| Dodballapur to Mysore Frontier . . . . . | 17-9-93 | 31·42 | |
| Total . | ... | ... | 51·35 |

**Details of construction—**

*Permanent-way.*—The rails on the ghât section are 50-lb. flat-footed steel, State railway type, and 41¼-lb. flat-footed steel on the remainder of the line. The sleepers are Mysore teak throughout.

*Ballast.*—The line is ballasted throughout with stone.

*Fencing.*—The line is fenced throughout.

*Curves.*—The sharpest curve has a radius of 660 feet.

*Gradients.*—The ruling gradient is 1 in 100 with a 1 in 89 gradient on the ghât section.

**Agreement and contract—**

Agreement, dated the 2nd December 1899, *between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company,* having effect from 17th September 1893, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company,* noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company,* as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

**Main provisions of agreement and contract—**

As noted under 6 (*e*), Birur-Shimoga railway (3′ 3⅜″ gauge).

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| Year. | Table I. Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Table II. Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 . . . . | 51·35 | 24,88,842 | 3,67,923 | 1,33,715 | 5·37 | 138 | 63·66 |
| 1905 . . . . | 51·35 | 24,88,944 | 3,73,993 | 1,54,872 | 6·22 | 140 | 58·59 |
| 1906 . . . . | 51·35 | 25,00,014 | 4,03,396 | 1,63,783 | 6·55 | 151 | 59·40 |
| 1907 . . . . | 51·35 | 25,00,014 | 3,53,710 | 1,55,486 | 6·22 | 132 | 56·04 |
| 1908 . . . . | | | | | | | |
| 1909 . . . . | | | | | | | |
| 1910 . . . . | | | | | | | |
| 1911 . . . . | Included with the Mysore section (Madras and Southern Mahratta), 6 (*f*). | | | | | | |
| 1912 . . . . | | | | | | | |
| 1st qr. of 1913 | | | | | | | |
| 1913-14 . . . | | | | | | | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

**6 (*k*) Kolhapur railway (3′ 3⅜″ gauge)—**

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Kolhapur to Miraj . . . . . | 21-4-91 | 29·27 | 29·27 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 41¼-lb. flat-footed steel rails on steel trough sleepers.
*Ballast.*—The line is ballasted throughout with gravel and sand.
*Fencing.*—The line is unfenced except for a very short length.
*Curves.*—There are no curves with a radius of less than 1,000 feet.
*Gradient.*—The ruling gradient is 1 in 100.

**Agreement and contract—**

Agreement, dated the 17th July 1891, *between the Kolhapur Durbar and the old Southern Mahratta Railway Company*, as to maintenance and working, having effect from 21st April 1891.
Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

**Main provisions of agreement and contract—**

(i) *Land.*—Provided by the Kolhapur Durbar at the cost of capital.
(ii) *Government aid.*—The line is the property of, and was constructed by, the Kolhapur Durbar, who supply funds for any necessary additions thereto. It is maintained, stocked and worked by the Madras and Southern Mahratta Railway Company.
(iii) *Terms of working.*—
(iv) *Distribution of profits.*—
From the total expenses of maintaining and working the Company's system, including the Kolhapur railway, as a whole, are deducted charges for new minor works and Government supervision debitable direct to each of the railways concerned, and the balance is divided between the two railways in the ratio of the gross earnings of each.

From the gross earnings of the Kolhapur railway are then deducted the charges for new minor works and the proportion of working expenses attributable to that line as noted above, and the remainder, representing its net earnings, is paid half-yearly to the Durbar.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin.—
The same as, for the time being, are in force on the Madras and Southern Mahratta railway.
(vii) *Power of the Government to determine agreement.*—Not specified.
(viii) *Power of the Durbar to determine agreement.*—
(ix) *Power of the Company to determine agreement.*—
The agreement is terminable upon 6 months' notice from either party to the agreement.
(x) *Power of the Government to determine contract.*—
(xi) *Power of the Company to determine contract.*—
As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).
(xii) *Power of the Durbar to determine contract.*—Nil.
(xiii) *Term of agreement.*—Three years from 21st April 1891; thereafter as against (viii) and (ix).
(xiv) *Term of contract.*—As noted under 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| Year. | Table I. Mileage open at end of each year. | Table I. Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Table I. Gross earnings. | Table I. Net earnings. | Table I. Percentage of net earnings on total capital outlay given in column (3). | Table II. Earnings per mile per week. | Table II. Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 29·27 | 23,26,251 | 1,41,676 | 53,228 | 2·29 | 93 | 62·43 |
| 1905 | 29·27 | 23,26,251 | 1,70,404 | 69,432 | 2·98 | 112 | 59·25 |
| 1906 | 29·27 | 23,26,251 | 1,76,284 | 71,811 | 3·09 | 116 | 59·25 |
| 1907 | 29·27 | 23,26,251 | 1,81,886 | 77,249 | 3·32 | 119 | 57·53 |
| 1908 | 29·27 | 23,26,251 | 2,22,360 | 88,154 | 3·79 | 146 | 60·34 |
| 1909 | 29·27 | 23,26,251 | 2,26,772 | 91,612 | 3·94 | 149 | 59·60 |
| 1910 | 29·27 | 23,26,251 | 2,53,956 | 1,10,093 | 4·73 | 167 | 56·65 |
| 1911 | 29·27 | 23,26,251 | 2,79,662 | 1,23,393 | 5·30 | 184 | 55·88 |
| 1912 | 29·27 | 23,26,251 | 3,17,453 | 1,47,272 | 6·33 | 209 | 53·61 |
| 1st qr. of 1913 | 29·27 | 23,26,251 | 1,04,973 | 54,628 | 2·35 | 276 | 47·96 |
| 1913-14 | 29·27 | 23,26,251 | 3,41,236 | 1,53,844 | 6·61 | 224 | 54·92 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 6}{\text{Sub-heads } (a) \text{ to } (m)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

### 6 (*i*) Mysore-Nanjangud railway (3′ 3⅜″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Mysore to Nanjangud | 1-12-91 | 15·04 | |
| Nanjangud to Nanjangud town | 12-7-99 | 0·76 | |
| Total | ... | ... | 15·80 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 41¼-lb. flat-footed steel rails, mostly on Mysore teak with a mixture of jamba sleepers.

*Ballast.*—The line is ballasted throughout with stone and sand.

*Fencing.*—The line is partially fenced.

*Curves.*—The sharpest curve has a radius of 700 feet.

*Gradients.*—The ruling gradient is 1 in 89.

**Agreement and contract—**

Agreement, dated the 14th December 1899, *between the Government of His Highness the Maharaja of Mysore and the former Southern Mahratta Railway Company*, as to the maintenance and working of the Nanjangud railway, having effect from the 1st December 1891, supplementary to the provisions of the (Mysore) contract of the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company.*

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreement subject to the variations and modifications thereof as therein set forth.

**Main provisions of agreement and contract—**

As noted under 6 (*e*), Birur-Shimoga railway (3′ 3⅜″ gauge), with the following exception, *viz.*,—

(ix) *Power of the Durbar to determine agreement.*—On the 1st January or 1st July in any year after the 30th June 1900, on 6 months' notice given.

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 15·80 | 6,56,462 | 33,378 | 14,404 | 2·19 | 47 | 69·95 |
| 1905 | 15·80 | 6,56,462 | 44,174 | 18,015 | 2·74 | 54 | 59·22 |
| 1906 | 15·80 | 6,56,462 | 49,946 | 20,559 | 3·13 | 61 | 58·84 |
| 1907 | 15·80 | 6,56,462 | 33,627 | 16,040 | 2·44 | 47 | 59·69 |
| 1908 | | | | | | | |
| 1909 | | | | | | | |
| 1910 | | | | | | | |
| 1911 | Included with the Mysore section (Madras and Southern Mahratta), 6 (*j*). | | | | | | |
| 1912 | | | | | | | |
| 1st qr. of 1913 | | | | | | | |
| 1913-14 | | | | | | | |

### 6 (*j*) Mysore section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Mysore to Mandya | 25-2-82 | 27·97 | | |
| Mandya to Channapatna | 20-3-81 | 23·81 | | |
| Channapatna to Bangalore | 1-2-81 | 34·75 | | |
| Bangalore to Tumkur | 11-8-84 | 43·00 | | |
| Tumkur to Gubbi | 26-12-84 | 11·00 | | |
| Gubbi to Birur | 12-8-89 | 76·57 | | |
| Birur to Haribar | 21-2-89 | 79·68 | | |
| Total open mileage | ... | ... | 296·28 | |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Chickjajur to Chitaldrug (sanctioned on 26th January 1914) | ... | 21·07 | | |
| | | | 21·07 | |
| GRAND TOTAL | ... | ... | ... | 317·35 |

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$ **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

**6 (*j*) Mysore section (Madras and Southern Mahratta)** (3′ 3⅜″ gauge)—*contd.*

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 41¼-lb. and 60-lb. flat-footed steel rails, with the exception of about 2·75 miles which are laid with iron rails. The rails are laid on Mysore teak sleepers with a small proportion of jamba and steel trough sleepers.

*Ballast.*—The line is ballasted throughout with stone and sand.

*Fencing.*—The line is only partially fenced.

*Curves.*—The sharpest curve has a radius of 660 feet.

*Gradients.*—The ruling gradient is 1 in 100 between Harihar and Bangalore, and 1 in 70 between Bangalore and Mysore.

**Contracts—**

Dated the 31st August 1887, *between the Secretary of State and the former Southern Mahratta Railway Company*, as to the construction, maintenance and working of the Mysore State railway.

Dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing contract subject to the variations and modifications thereof as therein set forth.

**Main provisions of contracts—**

(i) *Land.*—Provided by the Government on behalf of the Mysore Durbar at the cost of capital.

(ii) *Government aid.*—The railway, which (as between the Government and the Company, and without prejudice to any arrangements between the former and the Mysore Durbar) is declared to be absolutely the property of the Government, was constructed and equipped with rolling-stock and all other appliances necessary thereunto, and is maintained and worked by the Madras and Southern Mahratta Railway Company, on behalf of the Government. All funds for capital expenditure are provided by the Durbar, under capital expenditure being included the cost of stores.

Government guarantee interest in sterling, payable half-yearly on the 1st April and 1st October, at the rate of 4 per cent per annum on the sum of £1,200,000, the nominal amount of debenture stock issued by the Company.

(iii) *Terms of working.*— } From the joint working expenses of the entire system are first deducted certain "direct" charges, *viz.*, on account of new minor works, Govern-
(iv) *Distribution of profits.*— } ment supervision and control, payment for use of rolling-stock and for use of joint stations; these "direct" charges being payable in their entirety by the railways incurring them. The balance of the joint working expenses is then divided as between the whole system and the Mysore section in proportion to gross earnings of each. The share of the Mysore section thus arrived at, added to the "direct" charges incurred on that section, form the working expenses of the Mysore section.

The gross receipts attributable to the Mysore section are applied—

(*a*) in discharge of the working expenses arrived at as above, and

(*b*) in payment of interest at 4 per cent on capital expenditure incurred on the section since 31st December 1907;

(*c*) the surplus being divided between the Government (on behalf of the Durbar) and the Company in the proportion of 19/20 and 1/20, respectively.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of*—
(*a*) Mails, troops, police, high Government officials and Government stores—
(*b*) Government bullion and coin—
(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to determine contract.*—
(ix) *Term of contract.*—

} As in the case of 6 (*a*), Madras and Southern Mahratta railway (5′ 6″ gauge).

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

### 6(*j*) Mysore section (Madras and Southern Mahratta) (3′ 3⅜″ gauge)—*concld.*

**Statistics of working (Those for the periods prior to 1887 will be found in Appendix 38 to the Report for 1907.)—**

TABLE I. | TABLE II.

Includes the Birur-Shimoga, Hindupur (Yesvantpur-Mysore Frontier) and Mysore-Nanjangud railways, from 1908.

| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Company's share of surplus profits (based on terms of contract) *attributable to each year.* | Gain or loss to the State *pertaining to each year.* | Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | |
| 1887 | 139·75 | 91,36,138 | 5,13,259 | 1,40,723 | 1·54 | 6,70,884 | 35,018 | —5,65,159 | 71 | 72·58 |
| 1888 | 139·75 | 1,25,76,692 | 5,70,657 | 1,34,031 | 1·07 | 6,94,210 | 33,607 | —5,93,786 | 79 | 76·51 |
| 1889 | 290·00 | 1,44,24,083 | 8,96,273 | 2,19,813 | 1·52 | 7,07,500 | 54,991 | —5,42,678 | 72 | 75·47 |
| 1890 | 296·00 | 1,47,11,610 | 11,86,318 | 2,59,084 | 1·76 | 6,48,733 | 64,772 | —4,54,421 | 77 | 78·16 |
| 1891 | 296·00 | 1,50,76,285 | 13,24,525 | 4,39,280 | 2·91 | 6,54,850 | 1,09,760 | —3,25,330 | 86 | 66·83 |
| 1892 | 296·00 | 1,46,36,205 | 13,99,463 | 4,43,427 | 3·03 | 7,29,624 | 1,10,863 | —3,97,060 | 91 | 68·31 |
| 1893 | 296·00 | 1,46,42,217 | 16,83,203 | 6,74,562 | 4·61 | 7,70,439 | 1,68,171 | —2,64,048 | 109 | 59·92 |
| 1894 | 296·00 | 1,47,60,293 | 14,45,412 | 4,77,149 | 3·23 | 8,38,525 | 1,19,039 | —4,80,415 | 94 | 66·99 |
| 1895 | 296·00 | 1,49,22,452 | 15,76,231 | 6,29,385 | 4·22 | 8,70,947 | 1,56,931 | —3,98,493 | 103 | 60·12 |
| 1896 | 296·00 | 1,51,08,257 | 15,84,981 | 6,76,976 | 4·48 | 8,21,588 | 1,69,189 | —3,13,801 | 103 | 57·29 |
| 1897 | 296·00 | 1,51,99,757 | 18,80,019 | 7,98,285 | 5·25 | 7,75,708 | 2,00,031 | —1,77,454 | 122 | 57·54 |
| 1898 | 296·00 | 1,55,07,319 | 13,92,851 | 4,15,421 | 2·67 | 7,98,461 | 1,02,680 | —4,27,720 | 90 | 70·32 |
| 1899 | 296·00 | 1,56,75,416 | 10,60,469 | 3,29,033 | 2·10 | 7,21,117 | 82,076 | —4,74,160 | 69 | 68·97 |
| 1900 | 296·00 | 1,58,70,510 | 13,76,391 | 4,71,201 | 2·97 | 7,18,200 | 1,18,888 | —3,65,887 | 89 | 65·77 |
| 1901 | 296·26 | 1,60,14,879 | 14,33,240 | 4,07,791 | 2·55 | 7,22,244 | 1,01,860 | —4,16,313 | 93 | 71·55 |
| 1902 | 296·22 | 1,60,76,009 | 15,97,046 | 5,58,082 | 3·47 | 7,21,032 | 1,39,538 | —3,02,518 | 104 | 65·06 |
| 1903 | 296·32 | 1,62,34,903 | 15,35,270 | 5,82,298 | 3·59 | 7,20,000 | 1,46,012 | —2,33,714 | 100 | 62·07 |
| 1904 | 296·22 | 1,62,59,794 | 15,85,324 | 5,63,667 | 3·47 | 7,20,000 | 1,40,940 | —2,97,273 | 103 | 64·44 |
| 1905 | 296·22 | 1,64,75,961 | 17,90,901 | 6,98,051 | 4·24 | 7,20,000 | 1,73,883 | —1,95,832 | 116 | 61·02 |
| 1906 | 296·22 | 1,65,59,502 | 18,48,348 | 7,19,072 | 4·34 | 7,20,000 | 1,79,500 | —1,80,428 | 120 | 61·10 |
| 1907 | 296·22 | 1,70,31,855 | 21,57,636 | 8,44,427 | 4·96 | 7,20,000 | 2,11,472 | —87,045 | 140 | 60·86 |
| 1908 | 401·29 | 2,29,75,788 | 30,71,949 | 11,66,353 | 5·08 | 8,64,949 | 1,51,026 | +1,50,378 | 147 | 62·03 |
| 1909 | 401·29 | 2,32,36,445 | 26,71,013 | 10,67,326 | 4·59 | 10,43,593 | 55,389 | —31,656 | 128 | 60·04 |
| 1910 | 401·39 | 2,35,17,190 | 28,00,696 | 11,28,684 | 4·80 | 10,48,897 | 57,763 | +22,024 | 134 | 59·70 |
| 1911 | 401·29 | 2,36,85,896 | 28,55,654 | 12,07,863 | 5·10 | 10,60,843 | 61,457 | +85,563 | 137 | 57·70 |
| 1912 | 401·29 | 2,37,80,303 | 33,53,931 | 14,93,756 | 6·28 | 10,63,291 | 75,262 | +3,55,203 | 161 | 55·46 |
| 1st qr. of 1913. | 401·29 | 2,40,63,067 | 9,40,540 | 4,75,274 | 1·98 | 2,67,455 | 24,132 | +1,83,687 | 180 | 49·47 |
| 1913-14 | 401·35 | 2,48,70,036 | 36,51,923 | 15,89,726 | 6·52 | 10,75,557 | 79,836 | +4,34,333 | 175 | 56·47 |

### 6 (*k*) Sangli railway (3′ 3⅜″ gauge)—

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Miraj Junction to Sangli . . . . . | 1-4-07 | 4·90 | 4·90 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of second-hand 41¼-lb. flat-footed steel rails on teak sleepers.

*Ballast.*—Ballast is chiefly moorum.

*Fencing.*—The line is not fully fenced, but only where necessary.

*Curves.*—The sharpest curve has a radius of 1,011 feet.

*Gradients.*—The ruling gradient is 1 in 80.

**Agreements and contract—**

Agreement, dated the 17th July 1907, *between the Sangli Durbar and the former Southern Mahratta Railway Company*, as to the construction of the Sangli railway.

Agreement, dated the 17th July 1907, *between the Sangli Durbar and the former Southern Mahratta Railway Company*, as to the maintenance and working of the Sangli railway.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$ MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.*

## 6 (*k*) Sangli railway (3′ 3⅜″ gauge)—*concld.*

**Agreements and contract**—*concld.*

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing agreements subject to the variations and modifications thereof as therein set forth.

**Main provisions of agreements and contract**—

(i) *Land.*—Provided by the Sangli Durbar free of cost.

(ii) *Government aid.*—The Sangli railway was constructed by the former Southern Mahratta Railway Company from funds supplied by the Durbar, whose property it is and who will provide all further funds that may be necessary for new works chargeable to Capital. The Branch is maintained, stocked and worked by the Company.

(iii) *Terms of working.*— } From the total expenses of maintaining and working the Company's
(iv) *Distribution of profits.*— } system, including the Sangli railway, as a whole, are deducted charges for new minor works and Government supervision debitable direct to each of the railways concerned, and the balance is divided between the two railways in the ratio of the gross earnings of each.

From the gross earnings of the Sangli railway are then deducted the charges for new minor works and the proportion of working expenses attributable to the Branch as noted above, and the remainder, representing its net earnings, is paid half-yearly to the Durbar.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin.— } The same as, for the time being, are in force on the Madras and Southern Mahratta railway.

(vii) *Power of the Government to determine agreement.*—Not specified.

(viii) *Power of the Durbar to determine agreement.*— } The agreement is terminable at the end of any calendar half-year upon 6 months' notice from
(ix) *Power of the Company to determine agreement.*— } either party to the agreement.

(x) *Term of agreement.*—3 years from 1st April 1907; thereafter as against (viii) and (ix).

**Statistics of working**—

| Year. | Table I. Mileage open at end of each year. | Table I. Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Table I. Gross earnings. | Table I. Net earnings. | Table I. Percentage of net earnings on total capital outlay given in column (3). | Table II. Earnings per mile per week. | Table II. Proportion of expense to earnings. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1907 . . . | 4·90 | 1,27,770 | 19,585 | 8,011 | 6·27 | 102 | 59·10 |
| 1908 . . . | 4·90 | 1,66,382 | 33,321 | 13,402 | 8·05 | 131 | 59·78 |
| 1909 . . . | 4·90 | 1,69,963 | 40,733 | 15,712 | 9·25 | 160 | 61·43 |
| 1910 . . . | 4·90 | 1,75,091 | 43,136 | 18,176 | 10·38 | 169 | 57·86 |
| 1911 . . . | 4·90 | 1,77,254 | 43,863 | 19,276 | 10·87 | 172 | 56·05 |
| 1912 . . . | 4·90 | 1,77,787 | 39,197 | 18,124 | 10·19 | 154 | 53·76 |
| 1st qr. of 1913 . | 4·90 | 1,77,787 | 10,915 | 5,680 | 3·19 | 171 | 47·96 |
| 1913-14 . . | 4·90 | 1,77,787 | 39,860 | 17,956 | 10·10 | 156 | 54·95 |

## 6(*l*) West of India Portuguese railway (3′ 3⅜″ gauge)—

*Chairman.*—Ernest E. Sawyer, Esq., M.A.
*Secretary.*—George K. Wasey, Esq.
*Offices.*—4, Coleman Street, London, E.C.

The line was constructed with the object of connecting the British and Portuguese territories and of affording the Southern Mahratta country a harbour on the West Coast. The Southern Mahratta railway took over the working of the line as from the 1st July 1902.

**Progress in opening**—

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Mormugao Harbour to Sonaulim . . . . . | 17-1-87 | 41·00 | |
| Sonaulim to the Portuguese frontier . . . . . | 3-2-88 | 10·10 | |
| Total. | ... | ... | 51·10 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

**Number** $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

**6 (*l*) West of India Portuguese railway** (3′ 3⅜″ gauge)—*contd.*

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 60-lb. and 62-lb. flat-footed steel rails on creosoted pine, sâl, teak and jamba sleepers.
*Ballast.*—The line is ballasted throughout with laterite and blue stone.
*Fencing.*—The line is partially fenced.
*Curves.*—The sharpest curve is of 720 feet radius.
*Gradients.*—The ruling gradient is 1 in 100 with a 1 in 40 on the Ghat section.

**Contracts and agreement—**

Contract, dated the 18th April 1881, *between the Portuguese Government and the West of India Portuguese Railway Company*, as to the construction of a harbour at the Port of Mormugao and a railway from Mormugao to the Portuguese Frontier.

Contract, dated the 19th December 1892, *between the Portuguese Government and the West of India Portuguese Railway Company*, providing for the guarantee of interest on the Company's capital in consequence of the cessation of the annual subsidy of Rs. 4,00,000, which was formerly paid by the British to the Portuguese Government and hypothecated by the latter to the Company.

Agreement, dated the 21st August 1902, *between the former Southern Mahratta Railway Company and the West of India Portuguese Railway Company*, as to the maintenance and working of the railway from Mormugao to the Portuguese Frontier and the harbour at the Port of Mormugao.

Contract, dated the 26th June 1908 (called the principal contract), *between the Secretary of State and the Madras and Southern Mahratta Railway Company*, as to the continuance of the existing contracts and agreement, subject to the variations and modifications thereof as therein set forth.

**Main provisions of contracts and agreement—**

(i) *Land.*—Provided by the Portuguese Government free of cost to the West of India Portuguese Railway Company.

(ii) *Government aid.*—Guarantee by the Portuguese Government of interest in sterling at 5 per cent per annum on £800,000, and at 6 per cent per annum on any additional capital. The interest is secured (*a*) on any annual subsidy payable by the British or the British Indian Government to the Portuguese Government, and (*b*) on the Abkari (excise) duties levied in Goa. Any deficiency is, however, to be made up by the Portuguese Government from other sources.

The line, which is the property of the West of India Portuguese Railway Company, is maintained and worked by the Madras and Southern Mahratta Railway Company as part of the latter's undertaking, except as to further capital expenditure which is provided by the Portuguese Government.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } *As between the Madras and Southern Mahratta and West of India Portuguese Railway Companies.*—*Railway* revenue expenses are in the first instance paid by the Madras and Southern Mahratta Railway Company. Separate half-yearly accounts are kept of the gross earnings respectively of the Madras and Southern Mahratta railway and the West of India Portuguese railway. The gross working expenses of the combined railways (excluding revenue expenditure on new minor works which is borne entirely by the railway—whether the Madras and Southern Mahratta or the West of India Portuguese—incurring it and is in either or both cases excluded from the joint working expenses, and interest payable by the Madras and Southern Mahratta Railway Company on the capital cost of telegraph lines equipped and owned by the Government of India) are borne by the two Companies in the proportion of their respective gross earnings for each half-year.

*As to Harbour* receipts and expenses, a separate account is kept of all sources of revenue at the Port of Mormugao. The amount chargeable by the Madras and Southern Mahratta Railway Company for maintenance and working is actuals, *plus* 10 per cent thereon for superior supervision, subject to the proviso that if in the aggregate they (without the sanction of the West of India Portuguese railway) exceed the mean of the figures which represent the relation of such expenditure to receipts during the years 1895, 1896 and 1899, any such excess is to be annulled, or reduced as much as possible by a corresponding diminution in the charge for supervision.

The profits arising from the West of India Portuguese railway, being the excess of earnings over working expenses so calculated, are to be paid half-yearly by the Madras and Southern Mahratta Railway Company to the West of India Portuguese railway.

NOTE.—At the desire of the Board of the West of India Portuguese Railway the Secretary of State has agreed to 80 per cent of the net earnings of each month being paid to the Joint Representative in India as soon as the accounts of each month are completed. (India Office letter No. P.W.-2962, dated the 27th December 1912).

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number. $\frac{\text{Main head 6}}{\text{Sub-heads (a) to (m)}}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*contd.***

**6 (*l*) West of India Portuguese railway** (3′ 3⅜″gauge)—*contd.*

**Main provisions of contracts and agreement**—*concld.*

(v) *Distribution of profits as between the Portuguese Government and the West of India Portuguese Railway Company.*—The surplus profits in any year, after payment of the guaranteed interest for that year, are to be divided equally between the Portuguese Government and the West of India Portuguese Railway Company.

(vi) *Rates and fares.*—The maximum rates and fares to be fixed with the consent of the Portuguese Government, and not to exceed the maxima on the Great Indian Peninsula railway; they are also subject to the maxima and minima prescribed in the contracts between the Secretary of State for India and the Madras and Southern Mahratta Railway Company.

(vii) *Special obligations as to the conveyance of.*—

(*a*) Mails, both British and Portuguese.—To be conveyed on the West of India Portuguese railway upon the terms of the Treaty of 1878.

(*b*) Portuguese Government troops, officials, and Government stores.—To be conveyed on the West of India Portuguese railway on the same conditions as on Indian State railways.

(viii) *Power of the Portuguese Government to determine contract.*—The Portuguese Government may purchase the railway and all other works—

(*a*) at any time by giving six months' notice;

(*b*) at any time after the expiration of the first 30 years from the date of opening of the railway or any section thereof, by giving two years' notice.

In the first case the Portuguese Government must pay to the Company in London a sum in sterling not less than the amount actually expended by the Company on the railway and other works, with 10 per cent added, and the value of the rolling-stock, machinery, station appliances and stores.

In the second case the price to be paid by the Portuguese Government is a sum in sterling equal to the amount of the value of all the shares, debentures and stock of the Company, calculated according to the mean market value in London during the three years immediately preceding the expiration of the two years' notice (such sum not to be less than the amount actually expended by the Company on the railway and other works), *plus* the value of the rolling-stock, machinery, station appliances and stores.

At the expiration of the term of the contract [99 years, see (xii),] the line becomes the property of the Portuguese Government, but the rolling-stock, machinery, station appliances and stores, and any other movable property or plant, have to be paid for at their fair value.

(ix) *Power of the West of India Portuguese Railway Company to surrender contract.*—The West of India Portuguese Railway Company may make over the railway and works to the Portuguese Government—

(*a*) in the event of failure on the part of the Portuguese Government to pay the guaranteed interest in full, by giving six months' notice;

(*b*) at any time after the expiration of the first 30 years from the date of opening of any section of the line without renewal of the Treaty of 1878, by giving two years' notice.

In the first case the West of India Portuguese Railway Company would be entitled to receive from the Portuguese Government, in sterling, the amount actually expended on the railway and works, with 10 per cent added, and the value of the rolling-stock, machinery, station appliances and stores: in the second case, the same amount, less the additional 10 per cent on the expenditure on the railway and works.

(x) *Power of the Madras and Southern Mahratta Railway Company to determine agreement.*—
(xi) *Power of the West of India Portuguese Railway Company to determine agreement.*— } Determinable by either party at the end of two years from the 1st July 1902 (the date on which it came into force) on 6 months' notice given, reckoned either from the 30th June or the 31st December next after the delivery of such notice.

Upon the determination of the agreement the Madras and Southern Mahratta Railway Company to surrender to the West of India Portuguese Railway Company the railway and harbour and their equipment, etc., and to pay to the latter all money held on account of the railway.

(xii) *Term of contract* [*if not determined under* (ix), (x) *or* (xi)].—99 years from the date of opening of the line.

(xiii) *Term of agreement* [*if not determined under* (x), *or* (xi)].—The term of agreement is 5 years, unless extended* with the consent of both parties, when the West of India Portuguese Railway Company have the right to resume the working of their line and harbour.

* Since extended to 30th June 1912, and then further extended to 30th June 1917, *vide* Despatch from the Secretary of State No. 42 Railway, dated the 17th May 1912.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 6}}{\text{Sub-heads } (a) \text{ to } (m)}$. **MADRAS AND SOUTHERN MAHRATTA RAILWAY SYSTEM—*concld.***

### 6 (*l*) West of India Portuguese railway (3′ 3³⁄₈″ gauge)—*concld.*

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| | TABLE I. | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|
| | *Includes the Harbour works.* | | | | | | |
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 51·10 | 1,64,00,303 | 6,84,391 | 2,48,378 | 1·51 | 258 | 63·71 |
| 1905 | 51·10 | 1,61,71,059 | 6,22,125 | 2,20,841 | 1·37 | 234 | 64·50 |
| 1906 | 51·10 | 1,63,13,911 | 6,23,616 | 2,08,948 | 1·28 | 234 | 66·49 |
| 1907 | 51·10 | 1,63,13,911 | 11,01,877 | 4,58,591 | 2·81 | 415 | 58·38 |
| 1908 | 51·10 | 1,70,71,439 | 10,64,804 | 3,92,394 | 2·30 | 401 | 63·15 |
| 1909 | 51·10 | 1,75,93,658 | 9,60,295 | 3,75,092 | 2·13 | 361 | 60·93 |
| 1910 | 51·10 | 1,76,70,672 | 12,64,030 | 5,42,226 | 3·07 | 476 | 57·10 |
| 1911 | 51·10 | 1,77,41,327 | 12,20,715 | 5,33,069 | 3·00 | 459 | 56·35 |
| 1912 | 51·10 | 1,83,24,990 | 9,91,479 | 4,12,657 | 2·25 | 374 | 58·38 |
| 1st qr. of 1913. | 51·10 | 1,84,16,306 | 2,93,647 | 1,20,146 | 0·65 | 443 | 59·09 |
| 1913-14 | 51·10 | *1,87,62,134 | 11,76,899 | 5,24,121 | 2·84 | 443 | 55·47 |

### 6 (*m*) Tenali-Repalli railway (5′ 6″ gauge)—

The construction of this line at the cost of the District Board of Guntur was sanctioned in Railway Board's Notification No. 110, dated the 9th April 1913.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Tenali to Repalli (sanctioned on 9th April 1913) | | 21·10 | 21·10 |

* Original capital up to 31st December 1901, £1,349,058-2-5 @ 1*s.* 8*d.* per rupee = ... Rs. 1,61,88,697
Expenditure by Portuguese Government on Improvements of line and harbour up to 31st March 1914. ... 25,73,437
Total ... 1,87,62,134

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 7}{\text{Sub-heads } (a) \text{ to } (e)}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—**

*Chairman*—Charles Albert Winter, Esq.

*Secretary*—M. T. Walker, Esq.

*Offices*—Winchester House, 50, Old Broad Street, London, E.C.

*Date of registration of the Company*—24th December 1883.

**Lines comprised in the system.**—The Nizam's Guaranteed State railway system is made up of—

| | Open line. | Under construction or sanctioned for construction. | Total. |
|---|---|---|---|
| | Miles. | Miles. | Miles. |
| (*a*) Nizam's Guaranteed State railway (5′ 6″ gauge) | 330·13 | ... | 330·13 |
| (*b*) Bezwada Extension railway (5′ 6″ gauge) | 20·58 | ... | 20·58 |
| (*c*) Hingoli Branch railway (3′ 3½″ gauge) | 50·31 | ... | 50·31 |
| (*d*) Hyderabad-Godavari Valley railway (3′ 3½″ gauge) | 391·13 | ... | 391·13 |
| (*e*) Secunderabad-Gadwal railway (3′ 3½″ gauge) | ... | 117·00 | 117·00 |
| Total | 792·15 | 117·00 | 909·15 |

**Running powers—**

*Home line over foreign line*:—

| | |
|---|---|
| Outer signal at Bezwada to Bezwada station, Madras and Southern Mahratta railway, for passenger and goods trains | 0·89 |

**7 (*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)—**

Up to the end of 1878 the line was worked by the Great Indian Peninsula Railway Company with its own rolling-stock. From January 1879 to the 31st December 1884 it was worked by State Railway agency, and from January 1885 by His Highness the Nizam's Guaranteed State Railways Company.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| *Main line*— | | | | | |
| Wadi junction to Secunderabad | 9-10-74 | 115·45* | | | * Of this 5·86 miles, Secunderabad to Hyderabad, are of mixed (5′ 6″ and 3′ 3½″) gauge. |
| Secunderabad to Warangal | 8-4-86 | 86·66 | | | |
| Warangal to Dornakal | 1-1-88 | 52·66 | | | |
| Dornakal to Bona Kalu | 5-8-88 | 31·99 | | | |
| Bona Kalu to the British frontier | 10-2-89 | 23·54 | | | |
| | | | 310·30 | | |
| *Branches*— | | | | | |
| *Hyderabad branch*— | | | | | |
| Husain Sagar to Hyderabad | 9-10-74 | 3·57 | | | |
| | | | 3·57 | | |
| *Mineral branch*— | | | | | |
| Dornakal to Singareni Coal-fields | 1-1-88 | 16·26 | | | |
| | | | 16·26 | | |
| Total | ... | ... | ... | 330·13 | |

**Details of construction—**

*Permanent-way.*—The first 47 miles from Wadi are laid with 75-lb. bull-headed steel rails, 42 miles being on cast iron pot sleepers and the remaining 5 miles on cast iron chairs and jarrah wood sleepers. The next 9 miles are laid with 85-lb. flat-footed steel rails on steel sleepers and the following 56 miles with 85-lb. flat-footed rails on Jarrah wood sleepers. The section between Begampet and mile 170 is laid with 85-lb. flat-footed steel rails on new steel sleepers, with the exception of the mixed (5′ 6″ and 3′ 3½″) gauge line from Secunderabad to Hyderabad which has wooden sleepers under the same section of rail.

*Ballast.*—The line is ballasted throughout with stone and sand.

*Fencing.*—The line is fenced from Wadi to Secunderabad, but from Secunderabad to the frontier only the station yards are fenced.

*Curves.*—The sharpest curve is of 1,300 feet radius.

*Gradients.*—The ruling gradient is 1 in 100 on the Hyderabad-British Frontier section and 1 in 150 on the Wadi-Husain Sagar section.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM**—*contd.*

**7 (*a*) Nizam's Guaranteed State railway** (5′ 6″ gauge)—*contd.*

**Agreement—**

Agreement, dated the 27th December 1883, *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited,* as to the acquisition, management, maintenance and working of the line from Wadi to Hyderabad and Secunderabad, the construction, etc., of certain 5′ 6″ gauge extensions and the preferential right to construct all new railways in His Highness the Nizam's territories.

Letter No. 257, dated the 7th March 1903, from the Nizam's Government to the Railway Company as to rates and fares.

**Main provisions of agreement—**

(i) *Land.*—Provided by the Nizam's Government free of cost to the Company.

(ii) *Government aid.*—Guarantee of interest in sterling, at 5 per cent per annum on the Company's share (£2,000,000) and debenture (£1,500,000) capital for 20 years, from the date on which such capital is paid up. The guarantee in the case of the share capital ceased on the 25th June 1904, but the guarantee in respect of debenture capital, ceased or ceases, on various dates ranging from 30th June 1904 to 31st January 1928. There have been further issues of debentures, amounting in all to £500,000 but on these no guarantee on the part of the Nizam's Government exists.

(iii) *Distribution of profits.*—During the period of the guarantee the repayment of the guaranteed interest for each half-year, and thereafter interest for each year, at the rate of 5 per cent on the share and debenture capital, is to be the first charge against the net earnings of such half-year or year. Of any residue, either before or after the cessation of the guarantee, one half is to be applied in payment to the Nizam's Government of guaranteed interest not previously recouped and in payment of any other sums owing by the Company to the Nizam's Government, and the other half is to be retained by the Company. When the Nizam's Government has been reimbursed all sums paid under the guarantee, together with simple interest thereon at 5 per cent per annum, the Company is to be entitled to the whole of the net earnings.

(iv) *Rates and fares.*—Not to exceed those from time to time prevailing on the Great Indian Peninsula railway, unless otherwise agreed between the Nizam's Government and the Company. [By letter No. 257, dated the 7th March 1903, from the Secretary to His Highness's Government in the Financial Department to the Agent and Chief Engineer of His Highness the Nizam's Guaranteed State Railways Company, the provisions in this respect of the agreement of 1883 have been modified so as to permit the Compnay to levy such rates and fares as are not in excess of those which obtained on the Great Indian Peninsula railway at the date of that agreement.]

(v) *Special obligations as to the conveyance of—*

(*a*) Mails and Post Office servants of both the Nizam's Government and the Government of India.—To be conveyed free of charge.

(*b*) Troops, officials, and Government stores.—Troops and officials of both the Nizam's Government and the Government of India to be conveyed at special rates; stores at the lowest rates ordinarily chargeable.

(*c*) Bullion and coin.—At special rates.

(vi) *Power of the Government to determine agreement.*—In the event of any breach by the Company of any of the provisions of the agreement, the Nizam's Government may give the Company in London six months' notice of its intention to determine the agreement; and unless the breach shall be remedied within the 6 months, the Nizam's Government may determine the agreement and assume possession of the railway, paying the Company in London in sterling so much of the capital as shall be unredeemed.

The Nizam's Government may also terminate the agreement and purchase the railway, rolling-stock, etc., on the 1st January 1914, 1st January 1934, or 1st January 1954, by giving 12 months' notice in London. On the day on which the railway is thus acquired the Nizam's Government is to pay to the Company, in sterling in London, the amount of the unredeemed capital, *plus* a bonus of 25 per cent.

At the end of the full term of 99 years, if the agreement continues so long, the land in the possession of the Company, with the railway, buildings, works, and fixed machinery, will revert to the Government free from all debts and charges, but the rolling-stock, plant, movable machinery and stores must be purchased by the Government at their fair value.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

### 7 (*a*) Nizam's Guaranteed State railway (5′ 6″ gauge)—*concld.*

**Main provisions of agreement**—*concld.*

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi) *or* (vii)].—99 years from the date on which the extension from Hyderabad towards Bezwada was opened throughout, *viz.*, 10th February 1889.

**Statistics of working (Those for the periods prior to 1885 will be found in Appendix 38 to the Report for 1907.)**—

| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|
| | TABLE I. | | | | | TABLE II. | |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1885 | 117·10 | 2,47,70,823 | 11,13,950 | 4,87,024 | 1·97 | 178 | 56·27 |
| 1886 | 205·37 | 2,89,19,499 | 13,81,077 | 6,94,524 | 2·40 | 143 | 49·71 |
| 1887 | 205·37 | 3,27,45,397 | 15,48,891 | 5,52,905 | 1·69 | 143 | 64·30 |
| 1888 | 305·71 | 3,54,89,073 | 17,76,075 | 7,57,467 | 2·13 | 118 | 57·35 |
| 1889 | 329·20 | 3,59,09,620 | 22,57,462 | 7,69,208 | 2·14 | 129 | 65·93 |
| 1890 | 329·20 | 3,76,96,721 | 25,07,268 | 10,39,590 | 2·76 | 145 | 58·54 |
| 1891 | 329·20 | 3,94,81,752 | 27,76,437 | 12,57,860 | 3·19 | 151 | 54·70 |
| 1892 | 329·20 | 3,95,48,395 | 27,80,642 | 13,24,959 | 3·35 | 161 | 52·35 |
| 1893 | 330·13 | 4,01,96,909 | 30,61,605 | 14,36,451 | 3·57 | 177 | 53·06 |
| 1894 | 330·13 | 4,02,33,826 | 32,56,885 | 16,22,028 | 4·03 | 188 | 50·20 |
| 1895 | 330·13 | 4,06,43,813 | 32,15,541 | 15,77,149 | 3·88 | 185 | 50·95 |
| 1896 | 330·13 | 4,08,24,737 | 33,03,529 | 17,28,196 | 4·23 | 191 | 47·69 |
| 1897 | 330·13 | 4,09,60,944 | 36,10,354 | 19,38,769 | 4·73 | 208 | 46·30 |
| 1898 | 330·13 | 4,10,54,449 | 39,07,613 | 22,74,580 | 5·54 | 225 | 41·79 |
| 1899 | 330·13 | 4,15,68,731 | 41,10,201 | 25,01,046 | 6·02 | 237 | 39·15 |
| 1900 | 330·13 | 4,17,49,124 | 49,12,056 | 28,41,965 | 6·81 | 283 | 42·14 |
| 1901 | 330·13 | 4,24,30,543 | 40,77,927 | 26,48,120 | 6·24 | 236 | 35·06 |
| 1902 | 330·13 | 4,28,89,527 | 44,06,494 | 26,82,533 | 6·25 | 254 | 39·12 |
| 1903 | 330·13 | 4,30,13,668 | 43,18,630 | 25,38,386 | 5·90 | 249 | 41·22 |
| 1904 | 330·13 | 4,32,66,412 | 43,32,440 | 27,90,690 | 6·45 | 250 | 35·59 |
| 1905 | 330·13 | 4,35,86,043 | 42,78,161 | 28,49,703 | 6·54 | 247 | 33·39 |
| 1906 | 330·13 | 4,36,45,097 | 44,84,105 | 27,98,897 | 6·41 | 259 | 37·58 |
| 1907 | 330·13 | 4,49,34,824 | 49,85,081 | 33,02,905 | 7·35 | 288 | 33·74 |
| 1908 | 330·13 | 4,56,07,808 | 46,99,296 | 30,15,029 | 6·61 | 255 | 35·96 |
| 1909 | 330·13 | 4,66,62,100 | 46,92,067 | 26,43,417 | 5·67 | 273 | 43·66 |
| 1910 | 330·13 | 4,72,19,094 | 53,14,905 | 28,46,520 | 6·03 | 309 | 46·44 |
| 1911 | 330·13 | 4,63,37,518 | 57,07,861 | 27,13,285 | 5·86 | 332 | 52·46 |
| 1912 | 330·13 | 4,84,96,844 | 57,76,606 | 31,96,188 | 6·59 | 337 | 44·67 |
| 1st qr. of 1913 | 330·13 | 4,87,78,182 | 16,58,727 | 7,42,254 | 1·52 | 386 | 55·25 |
| 1913-14 | 330·13 | 5,09,58,827 | 66,79,080 | 33,06,904 | 6·48 | 389 | 50·94 |

### 7 (*b*) Bezwada Extension railway (5′ 6″ gauge)—

This line, which extends from the frontier of His Highness the Nizam's dominions to the north outer signal of the Bezwada station, was constructed for the Government of India, by His Highness the Nizam's Guaranteed State Railways Company and is being worked as a part of its own system.

**Progress in opening**—

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Hyderabad frontier to Bezwada | 10-2-89 | 20·58 | 20·58 |

**Details of construction**—

*Permanent-way.*—The line is laid with 66½-lb. flat-footed steel rails on Jarrah wood sleepers.
*Ballast.*—The line is ballasted throughout with stone and sand.
*Fencing.*—The line is fenced at stations only.
*Curves.*—There are no curves with a radius of less than 1,900 feet.
*Gradients.*—The ruling gradient is 1 in 100.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

**7 (*b*) Bezwada Extension railway** (5′ 6″ gauge)—*concld.*

**Agreement—**

Dated the 6th April 1909, *between the Railway Board, acting on behalf of the Secretary of State and His Highness the Nizam's Guaranteed State Railways Company, Limited*, as to the maintenance, management and working, by the Company, of the Bezwada Extension railway.

**Main provisions of agreement—**

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—The line is the property of the Government, who provide all further funds chargeable to the capital account, and it is managed, maintained, stocked and worked by the Company as if it were part of the Company's 5′ 6″ gauge system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The line is managed, maintained, stocked and worked by His Highness the Nizam's Guaranteed State Railways Company for the same percentage of its gross earnings as that of the working expenses of the Company's 5′ 6″ gauge system to its gross earnings, as published in the Company's Revenue Accounts for the same half-year, *plus* 5 per cent. of the gross earnings of the Bezwada Extension railway for the use of rolling-stock. But in addition thereto, any extraordinary maintenance charges due to causes other than ordinary wear and tear shall be charged, with the approval of the Railway Board, to the Bezwada Extension railway. Such extraordinary charges shall be excluded in working out the percentage of ordinary maintenance charges payable by the Bezwada Extension railway. The balance is paid over to the Government of India as the net earnings of the Bezwada extension.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } To be the same as from time to time obtain on the Company's 5′ 6″ gauge system.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Company to surrender agreement.*— } Terminable on the 1st January or the 1st July in any year, on 6 months' notice given by either party to the other. Any breach of the terms of the contract may lead, *ipso facto*, to its determination.

(ix) *Term of agreement.*—Until terminated under (vii) and (viii).

**Statistics of working (Those for the periods prior to 1901 will be found in Appendix 38 to the Report for 1907.)—**

| | Table I. | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Gain or loss to the State *pertaining to each year.* | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| 1901 . | 20·58 | 11,51,678 | 2,77,177 | 1,56,929 | 13·63 | 35,509 | +1,21,420 | 246 | 43·38 |
| 1902 . | 20·58 | 11,60,425 | 2,89,663 | 1,40,329 | 12·09 | 46,375 | + 93,954 | 259 | 51·55 |
| 1903 . | 20·58 | 11,77,047 | 3,07,113 | 1,54,222 | 13·10 | 46,617 | +1,07,605 | 275 | 49·78 |
| 1904 . | 20·58 | 11,75,731 | 3,20,656 | 1,78,955 | 15·22 | 46,898 | +1,32,057 | 287 | 44·19 |
| 1905 . | 20·58 | 11,78,645 | 3,47,490 | 2,04,239 | 17·33 | 47,046 | +1,57,193 | 311 | 41·22 |
| 1906 . | 20·58 | 11,81,020 | 3,49,206 | 1,91,737 | 16·23 | 47,182 | +1,44,555 | 313 | 45·09 |
| 1907 . | 20·58 | 11,81,952 | 3,15,376 | 1,83,833 | 15·56 | 35,691 | +1,48,192 | 282 | 41·69 |
| 1908 . | 20·58 | 11,83,796 | 3,38,623 | 1,91,624 | 16·19 | 40,277 | +1,51,347 | 316 | 43·41 |
| 1909 . | 20·58 | 12,06,026 | 3,12,154 | 1,52,554 | 12·65 | 39,884 | +1,12,670 | 280 | 51·28 |
| 1910 . | 20·58 | 12,01,940 | 3,42,614 | 1,58,254 | 13·17 | 40,182 | +1,18,072 | 320 | 53·81 |
| 1911 . | 20·58 | 12,19,123 | 3,54,265 | 1,40,815 | 11·55 | 41,560 | + 99,255 | 331 | 60·25 |
| 1912 . | 20·58 | 12,22,363 | 3,24,244 | 1,84,265 | 15·07 | 41,771 | +1,42,494 | 359 | 53·04 |
| 1st qr. of 1913 . | 20·58 | 12,31,370 | 1,05,502 | 39,771 | 3·23 | 10,432 | + 29,339 | 394 | 62·30 |
| 1913-14 . | 20·58 | 12,33,842 | 4,10,238 | 1,73,986 | 14·10 | 43,188 | +1,30,848 | 383 | 57·59 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

**7 (*c*) Hingoli Branch railway (3′ 3⅜″ gauge)—**

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Purna to Hingoli . . . . . | 15-5-13 | 50·31 | 50·31 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of old 66½-lb. flat-footed steel rails taken out of the 5′ 6″ gauge system and new steel trough sleepers.

*Ballast.*—The ballast is moorum, except in some cuttings where stone ballast has been laid.

*Fencing.*—Fencing is provided only round station yards and a small length on either side of 2nd class level crossings.

*Curves.*—The sharpest curve is of 1910 feet radius.

*Gradients.*—The ruling gradient is 1 in 133.

**Agreement—**

Dated the 1st March 1910, *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited,* as to the maintenance, management and working of the Hingoli branch, by the Company, as part of the Hyderabad-Godavari Valley railway.

**Main provisions of agreement—**

(i) *Land.*—Provided by the Nizam's Government free of cost.

(ii) *Government aid.*—The line is the property of the Nizam's Government who provide all funds chargeable to the capital account.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The Nizam's Guaranteed State Railways Company, works the Branch railway for the same proportion of its gross earnings as the aggregate working expenses of the 3′ 3⅜″ gauge system shall bear to the aggregate gross earnings of that system, *plus* 5 per cent of the gross earnings of the Branch for use of rolling-stock. The balance of the gross earnings of the Branch after making the said deduction is paid to His Highness the Nizam's Government as the net earnings of the Branch. In the case of accident or damage caused by extraordinary casualty, *e.g.*, by floods, storms, etc., charges for repairs are made to the Branch railway, such charges being eliminated from the aggregate working expenses before the percentage of working expenses referred to above is arrived at.

(v) *Rates and fares.*—The same rates and fares as are in force on 7 (*a*), Hyderabad-Godavari railway (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance* of.—
(*a*) Mails.—
(*b*) Troops, police, and high Government officials.— } Services for these are performed on the same conditions and at the same rates as may be in force on 7 (*d*), Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge).

(vii) *Power of the Nizam's Government to determine agreement.*—
(viii) *Power of the Company to determine agreement.*— } The agreement is terminable by either party on the 30th June or the 31st December in any year after the line is opened throughout on 12 months' previous notice in writing.

(ix) *Power of the Company to surrender agreement.*—Nil.

(x) *Term of agreement.*—Nil.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$ · **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM—*contd.***

### 7 (*c*) Hingoli Branch railway (3′ 3⅜″ gauge)—*concld.*

**Statistics of working—**

| Year. | Table I. Mileage open at end of each year. | Table I. Total capital outlay including suspense to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Table I. Gross earnings. | Table I. Net earnings. | Table I. Percentage of net earnings on total capital outlay given in column (3). | Table II. Earnings per mile per week. | Table II. Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1912 . . | 50·31 | 30,18,733 | 64,758 | 25,722 | 0·85 | 39 | 60·28 |
| 1st qr. of 1913 . | 50·31 | 30,43,772 | 28,529 | 9,993 | 0·33 | 44 | 64·97 |
| 1913-14 . . | 50·31 | 31,23,102 | 1,42,367 | 64,511 | 2·07 | 54 | 54·69 |

### 7 (*d*) Hyderabad-Godavari Valley railway (3′ 3⅜″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Remarks. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Manmad to Jalna | 21-10-99 | 109·28 | | |
| Jalna to Sailu | 7-12-99 | 44·79 | | |
| Sailu to Purbhani | 25-4-00 | 26·40 | | |
| Purbhani to Nanded | 9-10-00 | 36·60 | | |
| Nanded to Sivngaon | 23-8-00 | 17·61 | | |
| Sivngaon to Secunderabad | 25-4-00 | 150·59 | | |
| Secunderabad to Hyderabad | 16-5-01 | 5·86* | | *Laid on a mixed (5′ 6″ and 3′ 3⅜″) gauge. |
| Total | ... | ... | 391·13 | |
| DOUBLE LINE— | | | | |
| Parna Junction station yard | 15-5-12 | 0·38 | | |
| | | | 0·38 | |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 50-lb. flat-footed steel rails on steel pea-pod sleepers between miles 0 and $\frac{197}{1}6$, $\frac{21}{5}16$ and $\frac{27}{7}1$, and $\frac{22}{3}4$ and 384·27 and also on second-hand 5′ 6″ gauge steel sleepers converted into 3′ 3⅜″ gauge between miles $\frac{207}{1}$ and $\frac{207}{17}$, except within station limits, and wooden sleepers for the remainder.

*Ballast.*—The line is ballasted throughout with stone, sand and moorum.

*Fencing.*—The line is fenced from mile 377¼ to 381 and at all stations.

*Curves.*—The sharpest curve is of 1,483 feet radius.

*Gradients.*—The ruling gradient is 1 in 133·3.

**Agreement—**

Dated the 16th March 1897, *between the Government of His Highness the Nizam of Hyderabad and the Nizam's Guaranteed State Railways Company, Limited*, as to the construction, management, maintenance and working, by the Company, of the Hyderabad-Godavari Valley railway.

**Main provisions of agreement—**

(i) *Land.*—Provided by the Nizam's Government free of cost to the Company.

(ii) *Government aid.*—Guarantee in sterling, for 20 years from the date on which the line was completed and opened for traffic throughout (16th May 1901), of the interest payable on the debenture capital (not exceeding £2,500,000) raised for the purposes of the contract, together with an additional one per cent for a Sinking Fund. (The amount of capital raised to the present time has been £2,000,000, and the rate of interest payable on it is 3½ per cent.)

(iii) *Distribution of profits.*—During the period of the guarantee the repayment of the guaranteed interest for each half-year, and thereafter the interest payable on the debenture capital for each year, is to be the first charge against the net earnings for such half-year or year. Any surplus either before or after the cessation of the guarantee, is to be divided equally between the Nizam's Government and the Company.

Number $\frac{\text{Main head 7}}{\text{Sub-heads (a) to (e)}}$. **NIZAM'S GUARANTEED STATE RAILWAY SYSTEM**—*concld.*

**7 (*d*) Hyderabad-Godavari Valley railway** (3′ 3⅜″ gauge)—*concld.*

**Main provisions of agreement**—*concld.*

(iv) *Rates and fares.*—Not to be in excess of those prevailing on the main line [7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge)], unless otherwise agreed.

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails.—
(*b*) Troops, officials and Government stores.—
(*c*) Bullion and coin.—
} As noted under 7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge).

(vi) *Power of the Nizam's Government to determine agreement.*—As noted under 7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge), with the exception that, in the event of the line being purchased in 1934 or 1954, the price to be paid is to be the amount of the unredeemed capital only, without the bonus of 25 per cent in addition.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi) *or* (vii)].—The remainder of the term of the contract relating to the main line [7 (*a*), Nizam's Guaranteed State railway (5′ 6″ gauge)] which was unexpired at the date of the present contract.

**Statistics of working**—

| Year. | Table I. Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Table II. Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1899 | 154·23 | 2,00,21,971 | 63,381 | 36,877 | 0·18 | 48 | 41·82 |
| 1900 | 385·23 | 2,31,94,817 | 10,63,023 | 4,20,826 | 1·81 | 70 | 60·41 |
| 1901 | 391·42 | 2,46,58,951 | 20,10,033 | 9,23,300 | 3·74 | 99 | 54·07 |
| 1902 | 391·42 | 2,57,75,220 | 22,88,043 | 9,67,892 | 3·76 | 112 | 57·70 |
| 1903 | 391·42 | 2,62,07,241 | 23,14,752 | 8,86,291 | 3·38 | 109 | 59·28 |
| 1904 | 391·13 | 2,64,85,096 | 23,11,781 | 7,74,804 | 2·93 | 109 | 64·97 |
| 1905 | 391·13 | 2,68,15,349 | 29,64,122 | 13,29,009 | 4·96 | 146 | 55·16 |
| 1906 | 391·13 | 2,69,36,746 | 30,39,503 | 14,21,747 | 5·28 | 149 | 53·12 |
| 1907 | 391·13 | 2,71,85,309 | 32,55,067 | 17,74,126 | 6·53 | 160 | 45·50 |
| 1908 | 391·13 | 2,73,97,247 | 32,41,828 | 15,61,740 | 5·70 | 159 | 51·82 |
| 1909 | 391·13 | 2,75,50,030 | 32,54,724 | 14,03,129 | 5·09 | 160 | 56·93 |
| 1910 | 391·13 | 2,79,30,418 | 36,55,333 | 18,05,391 | 6·46 | 180 | 50·62 |
| 1911 | 391·13 | 2,91,88,053 | 34,97,306 | 13,12,510 | 4·50 | 172 | 62·48 |
| 1912 | 391·13 | 2,96,12,624 | 43,60,567 | 20,26,995 | 6·85 | 214 | 53·52 |
| 1st qr. of 1913 | 391·13 | 2,98,32,787 | 12,79,019 | 4,87,877 | 1·64 | 252 | 61·86 |
| 1913-14 | 391·13 | 3,04,91,995 | 43,09,162 | 20,88,400 | 6·85 | 212 | 51·63 |

**7 (*e*) Secunderabad-Gadwal railway** (3′ 3⅜″ gauge)—

The construction of this line, from funds to be provided by His Highness the Nizam's Government, was sanctioned by the Secretary of State in his Despatch No. 26 Railway, dated the 27th February 1914.

**Progress in opening**—

| Section of railway. | Date of opening | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Secunderabad to Gadwal (sanctioned on 27th February 1914) ... ... ... | ... | 117·00 | 117·00 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 8}{\text{Sub-heads } (a) \text{ to } (s)}$. **NORTH WESTERN RAILWAY SYSTEM.**

**Lines comprised in the system.**—The North Western railway system is made up of—

| | Open line. | Under construction or sanctioned for construction. | Total. |
|---|---|---|---|
| | Miles. | Miles. | Miles. |
| (*a*) North Western railway (5′ 6″ gauge) | 3,710·16 | ... | 3,710·16 |
| (*b*) Amritsar-Patti railway (5′ 6″ gauge) | 54·26 | ... | 54·26 |
| (*c*) Jakhal-Hissar railway (5′ 6″ gauge) | 50·63 | ... | 50·63 |
| (*d*) Jammu and Kashmir (Native State section) (5′ 6″ gauge) | 16·01 | ... | 16·01 |
| (*e*) Jullundur Doab railway (5′ 6″ gauge) | 102·97 | 29·82 | 132·79 |
| (*f*) Khanpur-Chachran railway (5′ 6″ gauge) | 22·02 | ... | 22·02 |
| (*g*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge) | 78·65 | ... | 78·65 |
| (*h*) Rajpura-Bhatinda railway (5′ 6″ gauge) | 108·04 | ... | 108·04 |
| (*i*) Southern Punjab railway (5′ 6″ gauge) | 424·06 | ... | 424·06 |
| (*j*) Southern Punjab "Ludhiana" Extension railway (5′ 6″ gauge). | 152·04 | ... | 152·04 |
| (*k*) Sutlej Valley railway (5′ 6″ gauge) | 208·19 | ... | 208·19 |
| (*l*) Kalka-Simla railway (2′ 6″gauge) | 59·92 | ... | 59·92 |
| (*m*) Kohat-Thal railway (2′ 6″ gauge) | 61·75 | ... | 61·75 |
| (*n*) Nowshera-Durgai railway (2′ 6″ gauge) | 40·25 | ... | 40·25 |
| (*o*) Trans-Indus (Kalabagh-Bannu) railway (2′ 6″ gauge) | 88·91 | 47·12 | 136·03 |
| (*p*) Jullundur-Mukerian railway (5′ 6″ gauge) | ... | 45·35 | 45·35 |
| (*q*) Mandra-Bhon railway (5′ 6″ gauge) | ... | 46·50 | 46·50 |
| (*r*) Phagwara-Rahon railway (5′ 6″ gauge) | ... | 28·00 | 28·00 |
| (*s*) Jacobabad-Kashmore railway (3′ 6″ gauge) | ... | 76·50 | 76·50 |
| Total | 5,177·66 | 273·29 | 5,451·15 |

**Running powers—**

*Home line over foreign line:—*

East Indian railway, Ghaziabad to Delhi, for passenger and goods trains . . . . . 13·00

*Foreign line over home line:—*

Oudh and Rohilkhand railway, Meerut City to Meerut Cantonment, for passenger trains only . 2·75

### 8 (*a*) North Western railway (5′ 6″ gauge)—

The line owned and worked by the old Sind, Punjab and Delhi Guaranteed Railway Company was taken over by the State from the 1st January 1886, and amalgamated with the Punjab Northern, the Indus Valley, the Eastern section Sind-Sagar, and the Southern section Sind-Pishin State railways, to be worked as one undertaking under the name of the North Western railway.

*Date of registration of the old Guaranteed Company*—1855.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| COMMERCIAL SECTION— | | | | | |
| *Main Line*— | | | | | |
| Ghaziabad to Meerut City | 18-4-67 | 27·33 | | | |
| Meerut City to Ambala Cantonment | 1-1-69 | 121·55 | | | |
| Ambala Cantonment to Ludhiana | 12-10-69 | 70·66 | | | |
| Ludhiana to Phillaur | 15-10-70 | 8·28 | | | |
| Phillaur to Jullundur Cantonment | 1-4-70 | 26·12 | | | |
| Jullundur Cantonment to Beas | 15-11-69 | 25·53 | | | |
| Beas to Amritsar | 1-11-67 | 26·30 | | | |
| Amritsar to Lahore | 19-4-62 | 32·33 | | | |
| Lahore to Jhelum | 6-10-78 | 103·12* | | | * This length was constructed on the 3′ 3½″ gauge previous to September 1873, but was converted to the 5′ 6″ gauge on the 6th October 1878. |
| Jhelum to Rawalpindi | † | 76·38 | | | † The line was opened by sections on the 5′ 6″ gauge, using temporary diversions near Domeli—thus Jhelum to Ratial, 1st January 1880 (15 miles) and Ratial to Rawalpindi, 1st October 1880 (56 miles). The diversions were abolished on 8th May 1882; and the complete 1/50 graded through line between Jhelum and Rawalpindi, (70·50 miles) was established. But again in 1888, and in subsequent years up to date, various alignments in connection with the improvements of grades to 1/100 have been opened and the present length of line on the 31st March 1897 is—Jhelum to Rawalpindi, 76·38 miles. |
| Rawalpindi to mile 560·63 (between Lawrencepur and Campbellpur Cantonment). | 1-1-81 | 45·38 | | | |
| Mile 560·63 to Rumian | 1-4-99 | 11·50 | | | |
| Rumian to Attock Bridge | ... | 5·25 | | | |
| Attock Bridge to Khairabad | 31-5-83 | 2·38 | | | |
| Khairabad to Peshawar City | 1-5-82 | 41·25 | | | |
| Peshawar City to Peshawar Cantonment | 1-1-83 | 2·65 | | | |
| Lahore to Khanewal | 24-4-65 | 177·25 | | | |
| Khanewal to Lodhran | 1-4-99 | 56·42 | | | |
| Lodhran to Nara Canal Bridge | 1-7-78 | 224·58 | | | |
| Nara Canal Bridge to Rohri | 0-0-89 | 1·00 | | | |
| Rohri to Rahoki | 15-11-96 | 178·93 | | | |
| Rahoki to Hyderabad | 28-2-10 | 6·25 | | | |
| Hyderabad to Kotri | 25-5-00 | 5·29 | | | |
| Kotri to Karachi City | 13-5-61 | 104·89 | | | |
| Karachi City to Kiamari, including Napier Mole. | 16-6-89 | 3·07 | 1,383·59 | | |
| *Branches*— | | | | | |
| *Havelian branch*— | | | | | |
| Sarari Kala to Havelian | 7-11-13 | 34·70 | | | |
| *Tawi branch (British section)*— | | | 34·70 | | |
| Wazirabad to Sialkot | 1-1-84 | 26·40 | | | |
| Sialkot to Tawi (Frontier of Kashmir State) | 15-3-90 | 9·08 | | | |
| | | | 35·48 | | |
| Carried over | ... | ... | 1,453·77 | | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (s)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

**8 (*a*) North Western railway (5′ 6″ gauge)—*contd.***

**Progress in opening—*contd.***

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Brought forward | ... | ... | 1,453·77 | | |
| *Wazirabad-Khanewal branch*— | | | | | |
| Wazirabad to Hafizabad | 15-8-95 | 37·37 | | | |
| Hafizabad to Sangla Hill | 1-1-96 | 31·45 | | | |
| Sangla Hill to Lyallpur | 15-2-96 | 27·21 | | | |
| Lyallpur to Toba Tek Singh | 22-6-99 | 49·00 | | | |
| Toba Tek Singh to Khanewal | 16-4-00 | 55·53 | | | |
| | | | 200·56 | | |
| *Phulji branch*— | | | | | |
| Phulji to Puranadera | 1-6-82 | 2·57 | | | |
| Phulji branch extension | 31-3-02 | 0·34 | | | |
| | | | 2·91 | | |
| *Sukkur Bandar branch*— | | | | | |
| Sukkur Main to Sukkur Bandar | 1-10-78 | 1·52 | | | |
| | | | 1·52 | | |
| *Kotri Bandar branch*— | | | | | |
| Kotri to Kotri Bandar | 1-4-89 | 1·22 | | | |
| | | | 1·22 | | |
| *Kotri-Rohri (vid Ruk) branch*— | | | | | |
| Kotri to Sukkur | 27-3-89 | 2·64 | | | |
| Sukkur to Badhan *vid* Ruk | 1-10-78 | 79·31 | | | |
| Radhan to Laki | 27-10-78 | 70·57 | | | |
| Laki to Kotri | 8-10-78 | 75·48 | | | |
| | | | 228·00 | | |
| *Raewind-Bhatinda branch*— | | | | | |
| Raewind to Kasur | 15-4-83 | 16·70 | | | |
| Kasur to Ganda Singhwala | 10-6-83 | 7·00 | | | |
| Ganda Singhwala to Hussainiwala | 15-12-83 | 2·75 | | | |
| Hussainiwala to Ferozepore City | 8-5-87 | 2·75 | | | |
| Ferozepore City to Ferozepore Cantonment. | 1-10-92 | 2·00 | | | |
| Ferozepore Cantonment to Bhatinda | 1-10-88 | 2·00 | | | |
| | 15 6-99 | *55·23 | | | *Includes 26·28 miles of mixed (5′ 6″ and 3′ 3½″) gauge between Kot Kapura and Bhatinda. |
| | | | 88·43 | | |
| *Pathankot branch*— | | | | | |
| Amritsar to Dinanagar | 1-1-84 | 51·22 | | | |
| Dinanagar to Pathankot | 5-6-84 | 15·48 | | | |
| | | | 66·70 | | |
| *Hoshiarpur branch*— | | | | | |
| Jullundur City to Hoshiarpur. | 16-6-13 | 24·09 | | | |
| | | | 24·09 | | |
| *Jech Doab line*— | | | | | |
| Malakwal to Sargodha | 1-4-03 | 46·25 | | | |
| Sargodha to Shorkot Road | 14-5-06 | 102·56 | | | |
| | | | 148·81 | | |
| *Lower Sind extension*— | | | | | |
| Hyderabad to Badin | 15-10-04 | 62·14 | | | |
| | | | 62·14 | | |
| *Shahdara-Sangla branch*— | | | | | |
| Shahdara to Sangla | 10-4-07 | 54·76 | | | |
| | | | 54·76 | | |
| *Lodhran-Khanewal chord (vid Sher Shah)*— | | | | | |
| Khanewal to Multan Cantonment | 24-4-65 | 30·50 | | | |
| Multan Cantonment to Muzaffarabad | 21-8-70 | 6·89 | | | |
| Muzaffarabad to Lodhran | 1-7-78 | 47·61 | | | |
| | | | 85·00 | | |
| *Shorkot Road-Chichoki Mallian section*— | | | | | |
| Shorkot Road to Jaranwala | 2-5-11 | 87·70 | | | |
| Jaranwala to Chichoki Mallian | *8-11-09 | 48·10 | | | |
| | | | 135·80 | | |
| TOTAL OPEN MILEAGE (COMMERCIAL SECTION) | ... | ... | ... | 2,553·71 | |
| FRONTIER SECTION (MILITARY)— | | | | | |
| *Sind-Sagar line*— | | | | | |
| *Main line*— | | | | | |
| Lala Musa to Baha-ud-din | †1-1-80 | 29·61 | | | †Date of opening of the original 3′ 3½″ gauge line, subsequently converted to, and opened on, the 5′ 6″ gauge, Lala Musa to Malakwal, on 10-2-86. |
| Baha-ud-din to Hariah | †1-2-80 | 10·52 | | | |
| Hariah to Malakwal | †10-4-80 | 5·99 | | | |
| Malakwal to Bhakkar (*vid* Kundian) | 15-8-87 | 172·20 | | | |
| Bhakkar to Chenab West Bank | 22-1-87 | 119·71 | | | |
| Chenab West Bank to Chenab East Bank | 1-5-90 | 2·49 | | | |
| Chenab East Bank to Sher Shah | 1-1-89 | 2·39 | | | |
| | | | 342·91 | | |
| *Branches and sections*— | | | | | |
| *Golra-Basal section*— | | | | | |
| Golra Junction to Basal Junction | 1-4-81 | 46·75 | | | |
| | | | 46·75 | | |
| *Kohat section*— | | | | | |
| Jand to Khushalgarh | 16-4-81 | 7·00 | | | ‡This is the date of opening of the original 2′ 6″ gauge line which was subsequently converted to, and opened on, the 5′ 6″ gauge on 5-1-08. |
| Khushalgarh to Kohat | ‡25-5-02 | 33·42 | | | |
| | | | 40·42 | | |
| *Bhera branch*— | | | | | |
| Malakwal to Miani | §10-4-80 | 8·99 | | | §Dates of opening of original 3′ 3½″ gauge lines, subsequently converted to, and opened on, the 5′ 6″ gauge, Malakwal to Bhera, on 15-3-87. |
| Miani to Bhera | §2-2-82 | 9·11 | | | |
| | | | 18·10 | | |
| *Bhaganwala branch*— | | | | | |
| Haranpur to Bhaganwala | ... | 10·84 | | | |
| | | | 10·84 | | |
| Carried over | ... | ... | 604·90 | 2,553·71 | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (s)}}$ **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

**8 (a) North Western railway** (5′ 6″ gauge)—*contd.*

**Progress in opening**—*concld.*

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Brought forward | ... | ... | 604·90 | 2,553·71 | |
| FRONTIER SECTION (MILITARY)—*concld.* | | | | | |
| *Dandot branch*— | | | | | |
| Chalisa Junction to Khewra salt mines | *1-1-83 | 6·36 | | | *Date of opening of the original 3′ 3½″ gauge line, subsequently converted to, and opened on, the 5′ 6″ gauge, Chalisa Junction to Khewra salt mines, on 15-8-87 and Khewra to Dandot on 1-8-89. |
| Khewra to Dandot | *1-1-83 | 2·15 | 8·51 | | |
| *Kundian-Campbellpur section*— | | | | | |
| Kundian to Daud Khel | 15-3-92 | 30·34 | | | |
| Daud Khel to Jand | 1-4-99 | 54·65 | | | |
| Jand to Basal | 16-4-81 | 16·41 | | | |
| Basal to Campbellpur | 1-4-99 | 18·45 | 119·25 | | |
| *Mari branch*— | | | | | |
| Daud Khel to Mari | 15-3-92 | 6·25 | 6·25 | | |
| *Ghazi Ghat branch*— | | | | | |
| Mahmud Kot to Ghazi Ghat | 1-4-87 | 11·27 | 11·27 | | |
| | | | 604·90 | | |
| *Sind-Pishin section*— | | | | | |
| *Main line*— | | | | | |
| Ruk to Sibi | 2-5-80 | 132·97 | | | |
| Sibi to Sharigh | 20-3-87 | 74·80 | | | |
| Sharigh to Bostan | 21-8-87 | 61·13 | | | |
| Base of Bostan triangle loop | ... | 0·31 | | | |
| Bostan to Kila Abdulla | 25-1-88 | 38·14 | | | |
| Kila Abdulla to Chaman | 1-1-92 | 29·40 | 336·75 | | |
| *Loop line*— | | | | | † These are the dates of opening of the old alignment which, owing to frequent breaches by floods, was dismantled and realigned in certain parts of its length on 15th April 1897. |
| Sibi to Quetta | †1-5-82 | 88·74 | | | |
| | †20-3-87 | | | | |
| Quetta to Bostan | 21-8-87 | 20·57 | | | |
| Bostan chord | 1-1-98 | 1·34 | 108·65 | | |
| *Rindli branch*— | | | | | |
| Nari Bank to Rindli | ... | 11·83 | 11·83 | | |
| *Quetta-Nushki extension*— | | | | | |
| Spezand Junction to Nushki | 15-11-05 | 83·28 | 83·28 | | |
| *Peshawar-Jamrud branch*— | | | | | |
| Peshawar to Jamrud | 1-1-01 | 11·04 | 11·04 | | |
| TOTAL OPEN MILEAGE FRONTIER SECTION (MILITARY) | ... | ... | ... | 1,156·45 | |
| TOTAL OPEN MILEAGE (COMMERCIAL AND MILITARY) ... | ... | ... | ... | 3,710·10 | |
| DOUBLE LINE (COMMERCIAL AND MILITARY SECTIONS)— | | | | | |
| Kiamari to Karachi City | 30-6-97 | 3·07 | | | |
| Karachi City to Karachi Cantonment | 13-5-61 | 2·30 | | | |
| Karachi Cantonment to Pipri | 20-6-97 | 20·70 | | | |
| Pipri to Kotri | 3-5-86 | 81·29 | | | |
| Gidu to Hyderabad | 1-4-13 | 3·56 | | | |
| Gulistan to Chaman | 20-9-92 | 37·58 | | | |
| Ab-i-Gum to Kolpur | 20-9-92 | 22·78 | | | |
| Lodhran to Samasata | 1-4-09 | 14·50 | | | |
| Samasata to Khanpur | 2-4-07 | 76·49 | | | |
| Khanpur to Reti | 3-4-07 | 62·00 | | | |
| Reti to Rohri | 1-6-07 | 70·05 | | | |
| Rohri to Janvari | 21-6-12 | 1·64 | | | |
| Amritsar to Lahore | 15-1-06 | 32·33 | | | |
| Lahore to Badami Bagh | 18-10-09 | 1·34 | | | |
| Badami Bagh to Shahdara | 8-1-10 | 2·88 | | | |
| Amritsar to Jandiala | 23-3-10 | 11·28 | | | |
| Jandiala to Botari | 19-7-10 | 7·80 | | | |
| Botari to Beas | 10-12-10 | 6·85 | | | |
| Beas to Dhilwan | 28-2-14 | 1·99 | | | |
| Dhilwan to Hamira | 12-9-11 | 6·83 | | | |
| Hamira to Jullundur Cantonment | 15-3-10 | 15·95 | | | |
| Jullundur Cantonment to Phagwara | 20-4-11 | 10·22 | | | |
| Phagwara to Ludhiana | 1-6-11 | 22·15 | | | |
| Ludhiana to Doraha | 10-1-11 | 14·71 | | | |
| Doraha to Gobindgarh | 15-12-10 | 17·75 | | | |
| Gobindgarh to Sirhind | 10-1-11 | 5·00 | | | |
| Sirhind to Rajpura | 15-12-10 | 15·75 | | | |
| Rajpura to Ambala | 2-12-10 | 17·25 | | | |
| Ambala to Kalanour | 15-11-13 | 35·15 | | | |
| Kalanour to Saharanpur | 13-5-13 | 11·03 | | | |
| Lahore to Raewind | 16-7-12 | 23·94 | | | |
| TOTAL DOUBLE LINE ... | ... | ... | 659·66 | | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (s)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

### 8 (*a*) North Western railway (5′ 6″ gauge)—*concld.*

**Details of construction—**

*Permanent-way.*—The permanent-way is of various types. On the single line, of iron rails there are 60-lb. flat-footed; 60-lb. and 68-lb. double-headed, and 60-lb. bull-headed; of steel rails there are 60-lb., 61-lb., 62-lb., 70-lb., 75-lb., 90-lb., and 100-lb. flat-footed; 64-lb., 68-lb., and 75-lb. double-headed; 68-lb., 73-lb., 77½-lb., 84-lb. and 85-lb. bull-headed and 60-lb., 75-lb. and 90-lb. British standard section. —On the double line the steel rails are 68-lb. double-headed, 77½-lb. bull-headed and 75-lb., 87-lb., 90-lb. and 100-lb. flat-footed. The sleepers used are chiefly of wood, but cast-iron (oval or round) pots and steel transverse sleepers are also extensively used.

*Ballast.*—The line is ballasted throughout with sand, bricks, and broken stone.

*Fencing.*—The line is fenced from Karachi to Lahore and from Lala Musa to Ghaziabad, also from Ruk to Jhatpat. The line between Lala Musa and Peshawar is partially fenced.

*Curves.*—The sharpest curve is of 455 feet radius.

*Gradients.*—The ruling gradient of the greater part of the railway is about 1 in 350 with a 1 in 150 banking section between Kotri and Dadu with the following exceptions: between Kotri and Montgomery *viâ* Multan and between Lodhran and Lyallpur *viâ* Khanewal 1 in 500; between Karachi and Kotri and Jullundur and Hoshiarpur 1 in 200; between Sialkot and Jammu, Gurdaspur and Pathankot and Daudkhel and Mari 1 in 170; between Lalamusa and Peshawar and Sarai Kala and Haripur 1 in 100; between Sibi and Chaman and Sibi and Nushki 1 in 40 with 1 in 25 banking sections; between Daudkhel and Campbellpore, Rawalpindi and Kohat 1 in 70 and between Khushalgarh and Jand, Peshawar and Jamrud and Haripur and Havelian 1 in 50 and between Sody and Khewra 1 in 60.

**Contract—**

Nil.—The line is owned and worked by the State.

*Rates and fares.*—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares quoted for goods and coaching traffic.

**Statistics of working.** (Those for the periods prior to 1886 will be found in Appendix 38 to the Report for 1907.)—

TABLE I. | TABLE II.

Includes the Jakhal-Hissar, Kohat-Thal, Nowshera-Durgai and Trans Indus (Kalabagh-Bannu)railways from date of opening, and the Kalka-Simla railway from 1907, the year in which it became an integral part of the North Western railway system.

| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, on end of year (a) lines open and (b) lines partly open or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Government share of surplus profits recoverable in England from the Southern Punjab and Amritsar-Patti Railway Companies. | Total income (column 5 + column 7). | Percentage of total income on total capital outlay given in column (3). | Interest. | Annuity. | Gain or loss to the State *pertaining to each year.* | Commercial section. Earnings per mile per week. | Commercial section. Pro: of exp: to earnings. | Military section. Earnings per mile per week. | Military section. Pro: of exp: to earnings. | Entire line. Earnings per mile per week. | Entire line. Pro: of exp: to earnings. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 1 | 2 | 3 | 4 | 5 | 6 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | | Rs. | | Rs. | |
| 1886 | 1,850·78 | 36,09,90,705 | 2,58,60,901 | 1,19,92,839 | 3·32 | ... | 1,19,92,839 | 3·32 | 1,14,07,148 | 53,00,783 | −47,45,042 | ... | ... | ... | ... | 261 | 52·49 |
| 1887 | 2,393·79 | 36,37,70,873 | 2,10,03,388 | 67,77,585 | 1·51 | ... | 67,77,585 | 1·51 | 1,01,56,779 | 60,30,323 | −1,24,09,516 | ... | ... | ... | ... | 162 | 72·33 |
| 1888 | 2,441·73 | 39,71,81,209 | 2,67,79,306 | 93,66,598 | 2·11 | ... | 93,66,598 | 2·11 | 1,09,18,938 | 53,45,756 | −1,09,98,096 | ... | ... | ... | ... | 202 | 67·37 |
| 1889 | 2,442·10 | 40,94,31,609 | 2,92,06,920 | 1,03,84,741 | 2·51 | ... | 1,03,84,741 | 2·51 | 1,13,76,516 | 53,98,768 | −94,90,543 | 200 | 56·53 | 90 | 107·76 | 224 | 63·35 |
| 1890 | 2,465·78 | 41,59,37,620 | 2,73,99,035 | 1,02,57,601 | 2·45 | ... | 1,02,57,601 | 2·46 | 1,16,66,585 | 74,54,323 | −88,63,307 | 283 | 54·95 | 88 | 110·72 | 219 | 62·36 |
| 1891 | 2,465·99 | 42,15,91,441 | 3,25,78,365 | 1,21,32,521 | 2·88 | ... | 1,21,32,521 | 2·88 | 1,20,67,542 | 60,05,299 | −79,40,320 | 344 | 55·60 | 88 | 123·41 | 261 | 62·98 |
| 1892 | 2,526·06 | 43,00,61,149 | 2,64,35,668 | 94,50,960 | 2·20 | ... | 94,50,960 | 2·20 | 1,24,21,030 | 89,84,076 | −1,19,59,146 | 250 | 55·58 | 70 | 131·08 | 208 | 64·25 |
| 1893 | 2,573·25 | 43,89,74,051 | 2,92,99,723 | 97,97,643 | 2·23 | ... | 97,97,643 | 2·23 | 1,27,61,682 | 90,99,545 | −1,20,63,584 | 313 | 60·20 | 69 | 122·71 | 230 | 66·53 |
| 1894 | 2,528·21 | 45,06,76,395 | 3,25,14,097 | 1,29,23,151 | 2·85 | ... | 1,29,23,151 | 2·85 | 1,24,63,279 | 1,03,59,748 | −99,97,343 | 347 | 53·11 | 76 | 122·95 | 268 | 60·31 |
| 1895 | 2,575·90 | 46,56,84,932 | 3,52,18,383 | 1,64,46,998 | 3·53 | ... | 1,64,46,998 | 3·53 | 1,35,01,193 | 1,03,17,385 | −73,71,580 | 379 | 46·79 | 75 | 116·14 | 274 | 53·30 |
| 1896 | 2,713·91 | 48,10,61,362 | 2,94,41,749 | 1,18,86,409 | 2·47 | ... | 1,18,86,409 | 2·47 | 1,42,35,427 | 96,43,588 | −1,19,92,606 | 292 | 54·68 | 75 | 97·77 | 220 | 59·55 |
| 1897 | 2,817·02 | 49,07,95,758 | 3,20,03,446 | 1,49,76,897 | 3·05 | ... | 1,49,76,897 | 3·05 | 1,46,40,298 | 90,95,191 | −86,56,592 | 302 | 49·70 | 72 | 93·76 | 225 | 54·39 |
| 1898 | 2,817·63 | 49,65,91,389 | 3,76,01,912 | 1,85,74,360 | 3·74 | ... | 1,85,74,360 | 3·74 | 1,50,41,459 | 96,35,849 | −81,09,943 | 351 | 45·98 | 63 | 101·26 | 256 | 50·69 |
| 1899 | 2,944·80 | 50,37,26,360 | 3,52,21,759 | 1,60,89,223 | 3·20 | ... | 1,60,89,223 | 3·20 | 1,50,40,261 | 85,61,108 | −75,12,394 | 328 | 42·73 | 58 | 123·43 | 232 | 54·32 |
| 1900 | 3,008·67 | 50,85,96,582 | 3,15,32,237 | 1,32,19,151 | 2·60 | ... | 1,32,19,151 | 2·60 | 1,54,25,164 | 85,76,662 | −1,07,82,685 | 275 | 52·34 | 60 | 107·61 | 202 | 58·02 |
| 1901 | 3,117·37 | 51,54,17,899 | 4,11,89,277 | 2,03,56,671 | 3·95 | 1,73,653 | 2,05,30,124 | 3·98 | 1,55,93,507 | 86,02,222 | −36,65,905 | 350 | 45·41 | 69 | 99·55 | 255 | 50·23 |
| 1902 | 3,147·45 | 52,91,86,554 | 4,22,19,927 | 1,73,70,094 | 3·29 | 41,552 | 1,74,11,646 | 3·30 | 1,60,21,945 | 85,81,455 | −71,91,784 | 360 | 53·03 | 67 | 112·42 | 282 | 58·03 |
| 1903 | 3,255·74 | 53,53,00,467 | 4,93,83,876 | 2,53,08,517 | 4·67 | 90,308 | 2,53,98,825 | 4·69 | 1,63,40,061 | 85,77,430 | +1,81,334 | 421 | 44·43 | 65 | 106·95 | 294 | 49·36 |
| 1904 | 3,317·44 | 55,14,60,717 | 6,16,56,310 | 3,22,92,909 | 5·86 | 2,30,678 | 3,25,23,587 | 5·90 | 1,69,17,302 | 85,77,430 | +70,28,705 | 519 | 42·29 | 75 | 113·42 | 361 | 47·90 |
| 1905 | 3,400·33 | 57,66,87,197 | 5,86,74,913 | 2,90,52,383 | 5·04 | 4,43,110 | 2,94,95,493 | 5·11 | 1,76,38,636 | 86,77,430 | +32,79,427 | 493 | 40·65 | 75 | 94·82 | 338 | 50·46 |
| 1906 | 3,559·60 | 60,67,74,833 | 6,18,68,911 | 2,93,40,919 | 4·84 | 5,67,842 | 2,99,08,761 | 4·93 | 1,87,21,061 | 85,77,430 | +26,10,250 | 495 | 43·23 | 77 | 101·07 | 343 | 53·27 |
| 1907 | 3,611·89 | 64,07,43,048 | 7,04,86,241 | 3,38,51,329 | 5·28 | 7,75,023 | 3,46,26,352 | 5·35 | 1,58,47,585 | 85,77,430 | +1,02,01,337 | 534 | 42·21 | 78 | 112·58 | 375 | 51·93 |
| 1908 | 3,618·20 | 69,00,11,561 | 5,61,66,152 | *93,38,475 | 1·35 | 6,47,045 | 99,85,520 | 1·45 | 1,86,33,203 | 85,77,430 | −1,72,25,202 | 413 | 76·58 | 81 | 145·06 | 298 | 83·34 |
| 1909 | 3,722·91 | 72,31,90,764 | 6,79,03,754 | 2,13,69,240 | 2·95 | 2,56,290 | 2,17,25,530 | 3·00 | 1,96,54,274 | 85,77,430 | −65,06,184 | 499 | 62·51 | 79 | 140·79 | 355 | 68·48 |
| 1910 | 3,735·89 | 73,64,05,633 | 7,41,00,787 | 2,51,73,007 | 3·41 | 5,79,921 | 2,57,52,928 | 3·50 | 2,00,55,641 | 85,77,430 | −28,80,143 | 534 | 61·59 | 82 | 152·51 | 382 | 65·99 |
| 1911 | 3,819·22 | 75,45,44,149 | 7,93,87,066 | 3,13,68,435 | 4·15 | 4,00,099 | 3,16,68,534 | 4·14 | 2,11,48,800 | 85,77,430 | +19,42,304 | 567 | 56·26 | 86 | 117·40 | 402 | 60·61 |
| 1912 | 3,812·29 | 78,03,55,336 | 9,06,27,418 | 4,27,15,957 | 5·60 | 6,82,063 | 4,33,98,020 | 5·68 | 2,20,67,200 | 85,77,430 | +1,37,54,310 | 638 | 49·12 | 91 | 97·80 | 466 | 51·76 |
| 1st qr. of 1913 | 3,814·27 | 79,99,31,406 | 3,60,25,197 | 50,07,041 | 0·62 | −71,483 | 49,35,561 | 0·62 | 55,89,985 | 21,44,357 | −27,98,681 | 539 | 70·99 | 83 | 130·03 | 402 | 75·00 |
| 1913-14 | 4,011·63 | 83,24,50,549 | 8,07,13,056 | 3,67,40,431 | 4·41 | 7,47,371 | 3,74,87,802 | 4·50 | 2,34,89,093 | 85,75,185 | +54,24,527 | 574 | 54·31 | 88 | 99·3 | 433 | 57·63 |

*The decrease in net earnings in 1908 was due chiefly to extraordinary charges incurred in the repairs of flood damages, accentuated by a fall in the gross earnings consequent upon the failure of the wheat export trade from Karachi and the diminution of traffic generally owing to famine and extensive breaches of the line caused by floods.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (s)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

**8 (*b*) Amritsar-Patti railway** (5′ 6″ gauge)—

*Date of registration of the Company.*—12th April 1905.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Amritsar to Tarn Taran | 21-9-06 | 15·00 | |
| Tarn Taran to Patti | 30-12-06 | 12·05 | |
| Patti to Kasur | 4-4-10 | 27·21 | |
| Total | ... | ... | 54·26 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 60-lb. flat-footed steel rails laid on deodar jaarrah and steel sleepers.

*Ballast.*—The line is ballasted throughout with broken stone.

*Fencing.*—Station yards only are fenced.

*Curves.*—The sharpest curve is of 1,910 feet radius.

*Gradients.*—The ruling gradient is 1 in 200.

**Contracts—**

Dated the 22nd May 1905, *between the Secretary of State and the Amritsar-Patti Railway Company*, as to the construction, maintenance, management and working of the Amritsar-Patti railway.

Dated the 7th May 1909, *between the Secretary of State and the Amritsar-Patti Railway Company*, as to the construction, maintenance, management and working of the Patti-Kasur extension as an integral part of the Amritsar-Patti railway.

**Main provisions of contracts—**

(i) *Land.*—Provided by the Government free of cost to the Company, except for quarrying, ballast, brickfield or other temporary works.

(ii) *Government aid.*—The Government constructed the line (from funds supplied by the Company whose property it is), and manage, maintain, stock and work it, through the agency of the North Western railway.

By way of rebate the Government allow the Company, in respect of each calendar year, such sum up to 45 per cent of the gross earnings from traffic (excluding those derived from the carriage of stores) interchanged between the North Western railway and the Amritsar-Patti railway as shall, together with the net earnings of the Company, make up an amount equal to an interest for the year at a rate of 5 per cent per annum on the actual expenditure charged in the Capital Account, *plus* Rupees 7,200 on account of office expenses and those of management and direction and such legal expenses as may be properly incurred by the Company and approved by the Secretary of State or the Government of India and as are debitable to Revenue, subject to the same limit.

(iii) *Terms of working.*— } For management, maintenance, working and provision of rolling-stock

(iv) *Distribution of profits.*— } the Government retain 45 per cent of the gross earnings in each half-year of the Amritsar-Patti railway; the remainder, constituting the net earnings, is paid to the Company.

But should the net earnings of the Company in any year exceed the maximum amount sufficient to pay a dividend of 5 per cent per annum, such excess is to be applied towards the payment of office expenses and expenses of management and direction [referred to under (ii)] up to a limit of Rs. 15,000, the balance being divided equally between the Government and the Company.

(v) *Rates and fares.*—To be arranged between the Government and the working agency within the maximum and minimum in force on, and the classification of goods to be in conformity with that of, the working Agency.

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} To be conveyed at the same rates and under the same arrangements as apply to State railways.

(vii) *Power of the Government to determine contract.*—The Government may, by giving twelve months' previous notice in writing of purchase, determine the contract either on the 31st December 1935 or on the 31st December in the last year of any subsequent period of 10 years, by paying to the Company in rupees 25 times the average yearly net earnings of the Company during the last preceding three years, subject to a limit of 20 per cent in excess of, but not less than, the total capital expenditure of the Company.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (vii)].—None specified.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (e)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

### 8 (*b*) Amritsar-Patti railway (5′ 6″ gauge)—*concld.*

**Statistics of working—**

| Year. | Table I. Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Government share of surplus profits. | Total income [column 5+column 7]. | Percentage of total income on total capital outlay in column (3). | Table II. Earnings per mile per week | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1906 . | 27·49 | 11,90,964 | 15,368 | 8,452 | 0·71 | ... | 8,452 | 0·71 | 59 | 45·00 |
| 1907 . | 27·49 | 14,19,465 | 1,61,280 | 98,704 | 6·25 | 3,726 | 84,978 | 5·99 | 113 | 48·00 |
| 1908 . | 27·49 | 14,87,400 | 1,79,461 | 98,703 | 6·63 | 4,852 | 93,851 | 6·24 | 126 | 45·00 |
| 1909 . | 27·60 | 17,88,129 | 2,18,369 | 1,20,103 | 6·72 | 15,957 | 1,04,146 | 5·82 | 152 | 45·00 |
| 1910 . | 54·26 | 26,67,469 | 3,64,322 | 2,00,378 | 7·51 | 30,922 | 1,99,456 | 6·35 | 146 | 45·00 |
| 1911 . | 54·26 | 28,68,452 | 4,70,792 | 2,58,936 | 9·02 | 49,275 | 2,09,661 | 7·31 | 167 | 45·00 |
| 1912 . | 54·26 | 28,70,826 | 5,24,419 | 2,88,431 | 10·03 | 61,317 | 2,27,114 | 7·91 | 186 | 45·00 |
| 1st qr. of 1913... | 54·26 | 28,85,820 | 1,48,642 | 81,753 | 2·83 | ... | 81,753 | 2·83 | 210 | 45·00 |
| 1913-14... | 54·26 | 29,55,802 | 7,41,391 | 4,07,765 | 13·79 | 78,965 | 3,28,800 | 11·12 | 263 | 45·00 |

### 8 (*c*) Jakhal-Hissar railway (5′ 6″ gauge)—

This line was sanctioned for construction as a part of the North Western railway on the 13th December 1910.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| Jakhal, on the Southern Punjab railway, to Hissar, on the Bombay, Baroda and Central India railway. | 1-11-13 | 50·63 | 50·63 |

**Details of construction—**

*Permanent way.*—The permanent-way is composed of material released from the main line and consists of 62-lb. flat-footed rails on oval bowls and steel sleepers, 68-lb. double and bull-headed and 73-lb. bull-headed rails on circular bowls, as well as on new sleepers with chairs of 20 and 40 lbs. weight.

*Ballast.*—The line is ballasted with brick and sand.

*Fencing.*—The line is unfenced, except at stations.

*Curves.*—There are no curves with a radius of less than 5,730 feet.

*Gradients.*—The line is practically level.

**Contract—**

Nil.—The line is owned and worked by the State.

**Statistics of working—**

| Year. | Table I. Mileage open at end of the year. | Total capital outlay, including suspense, to end of the year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Table II. Earnings per mile per week. | Proportion of expense to earnin s. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1913-14 | 50·63 | 28,11,496 | Included with 8 (*a*), North Western railway | | | | ... |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (s)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

**8 (*d*) Jammu and Kashmir (Native State section) (5' 6" gauge)—**

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Frontier of the Kashmir State to the left bank of the Tawi river near Jammu. | 15-3-90 | 16·01 | 16·01 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of deodar.

*Ballast.*—The line is ballasted throughout with broken stone.

*Fencing.*—The line is unfenced except at Sialkot station.

*Curves.*—The sharpest curve is of 2,865 feet radius.

*Gradients.*—The ruling gradient is 1 in 200.

**Agreement—**

Dated the 21st April 1913, having effect from 1st June 1912, *between the Government of India and the Kashmir Durbar*, as to construction and working.

**Main provisions of agreement—**

(i) *Land.*—Provided free of cost by the Durbar and the Government in their respective territories.

(ii) *Government aid.*—The section was constructed (from funds supplied by the Kashmir Durbar, whose property it is), and is managed, maintained, stocked and worked by the North Western railway.

By way of rebate the Government allow to the Durbar a payment on traffic interchanged with the North Western railway to such extent, as, together with the share of net earnings attributable to the section, will afford a total dividend of 3½ per cent per annum on the actual capital expenditure to end of each half year, subject to the proviso that such rebate in no case exceeds the North Western railway's net earnings from traffic interchanged with the section.

(iii) *Terms of working.*— } For management, maintenance, provision of rolling-stock and work-
(iv) *Distribution of profits.*— } ing, the North Western railway retains 55·50 per cent of the gross earnings of the section, the remaining 44·50 per cent being credited to the Durbar, subject to the rebate noted under (ii).

(v) *Rates and fares.*—To be such as are from time to time in force on the main line of the North Western railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.— } To be conveyed on the same general conditions as those in force on the main line of the North Western railway.

(*b*) Government bullion and coin, and the persons in charge thereof.— } To be conveyed on the same general conditions as those in force on the main line of the North Western railway.

(*c*) Services to the Durbar.—As in clauses 15, 16 and 17 of the agreement.

(vii) *Power of the Government to determine agreement.*— } The agreement is terminable on six months' notice by either side from and after 1st January 1917.

(viii) *Power of the Durbar to surrender agreement.*— } The agreement is terminable on six months' notice by either side from and after 1st January 1917.

(ix) *Term of agreement*—4 years and 7 months from 1st June 1912 and thereafter as noted under (vii) and (viii).

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| | TABLE I. | | | | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i. e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Rebate from North Western railway. | Total income. | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 2 |
| | Miles | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1904 | 15·99 | 9,62,208 | 56,231 | 25,023 | 2·60 | 8,655 | 33,678 | 3·50 | 68 | 55·50 |
| 1905 | 15·98 | 9,62,208 | 66,842 | 29,745 | 3·09 | 4,540 | 34,285 | 3·56 | 80 | 55·50 |
| 1906 | 15·98 | 9,78,566 | 77,683 | 34,571 | 3·53 | 684 | 35,255 | 3·60 | 93 | 55·50 |
| 1907 | 15·98 | 9,79,109 | 80,172 | 35,677 | 3·64 | —684 | 34,993 | 3·57 | 96 | 55·50 |
| 1908 | 15·98 | 9,93,606 | 85,390 | 37,999 | 3·82 | ... | 37,999 | 3·82 | 103 | 55·50 |
| 1909 | 15·98 | 10,01,019 | 83,927 | 37,347 | 3·70 | ... | 37,347 | 3·70 | 101 | 55·50 |
| 1910 | 15·79 | 10,10,234 | 86,918 | 38,679 | 3·82 | ... | 38,679 | 3·82 | 106 | 55·50 |
| 1911 | 15·79 | 10,14,336 | 98,823 | 43,977 | 4·33 | ... | 43,977 | 4·33 | 120 | 55·50 |
| 1912 | 15·79 | 10,27,239 | 81,400 | 36,223 | 3·50 | ... | 36,223 | 3·50 | 99 | 55·50 |
| 1st qr. of 1913. | 15·79 | 10,28,739 | 20,398 | 9,077 | 0·88 | ... | 9,077 | 0·88 | 99 | 55·50 |
| 1913-14 | 16·01 | 10,28,643 | 1,15,663 | 51,470 | 5·00 | ... | 51,470 | 5·00 | 140 | 55·50 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (z)}}$ **NORTH WESTERN RAILWAY SYSTEM—*contd.***

**8 (*e*) Jullundur Doab railway** (5′ 6″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Jullundur City to Kapurthala | 23-6-12 | 12·72 | | |
| Kapurthala to Sultanpur Lodi | 26-8-12 | 15·53 | | |
| Sultanpur Lodi to Lohian Khas | 1-1-13 | 4·48 | | |
| Lohian Khas to Phillaur | 1-6-13 | 39·99 | | |
| Lohian Khas to Gidarpindi | 10-1-14 | 4·39 | | |
| Ferozepore Cantonment to Makhu | 11-8-13 | 25·86 | | |
| TOTAL OPEN MILEAGE | ... | ... | 102·97 | |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION. | | | | |
| Gidarpindi to Makhu (sanctioned on 2nd June 1911) | ... | 10·00 | | |
| Jullundur City to Nakodar (sanctioned on 23rd October 1913). | ... | 19·82 | | |
| | | | 29·82 | |
| GRAND TOTAL | ... | ... | ... | 132·79 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 78-lb. double-headed rails on Bradford Leslie pattern cast iron plate sleepers, of 75-lb. flat-footed British standard rails on deodar sleepers with bearing plates at bridges, points and crossings and of 60-lb. flat-footed British standard rails on deodar sleepers on goods and minor sidings.

*Ballast.*—The line is not ballasted.

*Fencing.*—The line is unfenced except round station yards and at level crossings.

*Curves.*—The sharpest curve is of 1910 feet radius.

*Gradients.*—The steepest gradient is 1 in 500.

**Contracts—**

Dated 9th July 1912, *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, maintenance and working of the Jullundur Doab railway, supplementary to the provisions of the contract of the 13th August 1895 (called the principal contract) and of the contracts of the 4th May 1899, the 4th June 1903, the 4th October 1905, the 14th May 1908 and the 24th June 1909, between the Secretary of State and the Southern Punjab Railway Company.

Dated the 20th January 1913 (supplemental to the contract of 1912), between the Secretary of State and the Southern Punjab Railway Company, as to the construction of the Jullundur-Nakodar chord as part of the Jullundur Doab Railway.

**Main provisions of contracts—**

(i) *Land.*—Land in British territory provided by the Government free of cost, and that in Native State (not being waste land) on payment of compensation by the Company, unless the Durbar waive their claim to such compensation.

(ii) *Government aid.*—The Government manage, maintain, stock and work the railway in all respects as far as practicable as a part of the North Western railway system and allow to the Company in respect of this line, for each year, by way of rebate, on the net earnings of the North Western railway, such a sum (not exceeding the amount of such net earnings of the North Western railway) as together with the net earnings of the Jullundur Doab Railway will be equal to interest for such year at the rate of 4½ per cent on the capital expenditure of the Company on the Jullundur Doab railway as charged to the Capital Account, provided that if in any year the rebate so ascertained shall exceed the aggregate of the following two sums :—

(*a*) net earnings of the North Western railway from its traffic interchanged with the Jullundur Doab railway and from traffic originating and terminating at stations on the North Western railway (including the stations at Delhi, Samasatta, Ferozepore, Ludhiana, Kasur, and Lodhran, Jullundur and Phillour but not stations of the Patiala railway, and including also stations on the Amritsar-Patti railway and stations on any lines joining the North Western railway at Jullundur or Phillour from the North or the East) and sent over the Jullundur Doab railway, other than the traffic which is subject to rebate under clause 23 of the contract of 1895 or clause 12 of the contract of 1905 or clause 13 of the contract of 1909 or under all such clauses.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (e)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

### 8 (*e*) Jullundur Doab railway (5′ 6″ gauge)—*concld.*

**Main provisions of contracts—*concld.***

(*b*) such surplus of net earnings of the North Western railway in respect of traffic which is subject to rebate under clause 23 of the contract of 1895 or clause 12 of the contract of 1905 or clause 13 of the contract of 1909 or under all or any of such clauses, as shall remain after satisfying claims under such clauses or either of them (if any) then the rebate for such year shall be reduced to an amount equal to the aggregate of the said two sums.

(iii) *Terms of working.*—For management, maintenance, provision of rolling-stock and working Government retain 52 per cent of gross earnings, the remainder being the net earnings of the Company. Such net earnings together with the rebate referred to under (ii) above constitute the Company's net receipts.

(iv) *Distribution of profits.*—Surplus profits in excess of 4½ per cent per annum on the total capital expenditure of the Company are divisible at the close of each year between the Company and the Secretary of State in the proportion of ¼th to the Company and ¾ths to the Secretary of State subject to the provisions laid down in clause 26 of the contract of 1912.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to surrender contract.*—
(ix) *Term of contract* [*if not determined under* (*vii*) *and* (*viii*)].—

} As noted under 8 (*i*), Southern Punjab railway (5′ 6″ gauge).

**Statistics of working—**

| | Table I. | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Rebate from North Western railway (+), or share of surplus profits payable to the Secretary of State in England (—). | Total income. | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1912 . | 28·25 | 1,01,82,301 | 3,129 | 3,902 | 0·03 | ... | 3,902 | 0·03 | 13 | 52·00 |
| 1st qr. of 1913. | 32·73 | 1,10,18,745 | 29,673 | 14,243 | 0·13 | ... | 14,243 | 0·13 | 31 | 52·00 |
| 1913-14 . | 102·97 | 1,93,49,258 | 2,62,659 | 1,26,067 | 0·95 | +86,809 | 2,12,876 | 1·60 | 60 | 52·00 |

### 8(*f*) Khanpur-Chachran railway (5′ 6″ gauge)—

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Khanpur to Chachran . . . . . | 11-1-11 | 22·02 | 22·02 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[ For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (e)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

**8 (f) Khanpur-Chachran railway** (5′ 6″ gauge)—*concld.*

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 60-lb. flat-footed steel rails laid on jarrah sleepers.

*Ballast.*—The line is ballasted with broken brick on curves and approaches to large bridges and the remainder with sand.

*Fencing.*—The line is not fenced.

*Curves.*—The sharpest curve is of 1,146 feet radius.

*Gradients.*—The ruling gradient is 1 in 600.

**Agreement—**

Dated the 21st August 1912 (having effect from the 1st January 1911), *between the Secretary of State and the Bahawalpur Durbar*, as to the construction, maintenance and working of the Khanpur-Chachran railway by the North Western railway.

**Main provisions of agreement—**

(i) *Land.*—To be provided free of cost by the Bahawalpur Durbar, both during and after construction.

(ii) *Government aid.*—The line was constructed by the Government (from funds supplied by the Bahawalpur Durbar, whose property it is), and is managed, maintained, stocked and worked, through the agency of the North Western railway as if it were part of its system.

By way of rebate Government allow to the Durbar a sum not exceeding in any year the net earnings of the North Western railway from traffic interchanged with the Khanpur-Chachran branch railway, excluding the net earnings from carriage of railway stores, as shall, together with the net earnings of the branch, make up an amount equal to interest at 3 per cent per annum on the actual expenditure charged in the capital account of the branch.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance, provision of rolling-stock and working, the North Western railway retains 50 per cent of the gross earnings of the branch, the balance being paid to the Durbar.

(v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government and Durbar officials and Government stores and all other services to the Durbar—
(*b*) Government bullion and coin, and the persons in charge thereof.— } To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbar to surrender agreement.*— } The agreement is terminable on the 1st January or 1st July in any year after 1935, on six months' notice given by either party to the other. The Government may also determine the agreement at any time, on six months' notice, should either the North Western railway or the Bahawalpur Durbar fail to observe their obligations.

Upon the determination of the agreement the North Western railway shall give to the Bahawalpur Durbar possession of the Khanpur-Chachran railway, together with all its belongings and moneys then payable to it, after which the Bahawalpur Durbar shall indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Khanpur-Chachran railway.

(ix) *Term of contract.*—From the 1st January 1911 until 1935, subject to (vii) and (viii).

**Statistics of working—**

| Table I. | | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Rebate from North Western railway. | Total income. | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1911 . | 22·02 | 13,95,947 | 12,861 | 6,421 | 0·46 | ... | ... | ... | 22 | 50·00 |
| 1912 . | 22·02 | 13,94,971 | 28,854 | 14,436 | 1·01 | 13,721 | 28,147 | 2·03 | 25 | 50·00 |
| 1st qr. of 1913. | 22·02 | 13,95,029 | 6,720 | 3,360 | 0·24 | 13,567 | 16,927 | 1·21 | 23 | 50·00 |
| 1913-14 . | 22·02 | 14,00,387 | 36,875 | 18,437 | 1·31 | 17,937 | 36,374 | 2·60 | 33 | 50·08 |

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (e)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

**8 (*g*) Ludhiana-Dhuri-Jakhal railway** (5′ 6″ gauge)—

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Ludhiana *viâ* Dhuri to Jakhal . . . . . | 10-4-01 | 78·65 | 78·65 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of deodar.

*Ballast.*—The line is ballasted throughout with broken brick and kunkur.

*Fencing.*—Only station yards and about 100 feet on each side of level crossings are fenced.

*Curves.*—The sharpest curve is of 1,364 feet radius.

*Gradients.*—The ruling gradient is 1 in 400.

**Agreement—**

Dated the 6th September 1899, *between the Secretary of State and the Maler Kotla and Jhind Durbars*, as to the construction, maintenance and working.

**Main provisions of agreement—**

(i) *Land.*—Provided free of cost by the Government in the case of British territory and by the Durbars concerned in the case of Native States' territory up to the date of the agreement of 1899; thereafter all land provided by the Maler Kotla and Jhind Durbars is debited to capital.

(ii) *Government aid.*—The Government constructed the line (from funds supplied in the ratio of $\frac{4}{5}$ths, and $\frac{1}{5}$th, respectively, by the Jhind and Maler Kotla Durbars, whose property it is), and manage, maintain, stock and work it, through the agency of the North Western railway, as part of its system.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } For management, maintenance, provision of rolling-stock and working, the North Western railway, retain 55 per cent, which has, with effect from the 1st January 1913, in pursuance of Foreign Department Memoranda Nos. 2044-I. B. and 2302-I. B., dated, respectively, the 27th September and 5th November 1912, been reduced to 52 per cent of the gross earnings; and the balance is paid to the Jhind and Maler Kotla Durbars to be divided between them in the ratio of $\frac{4}{5}$ths to the former and $\frac{1}{5}$th to the latter.

(v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.

(vi) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high officials and stores, both of the Government and the Durbars.—
(*b*) Government and Durbar bullion and coin, and the persons in charge thereof.— } To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbars to surrender agreement.*— } On the 31st December 1904, or the 1st January or 1st July in any year thereafter, on six months' notice given by either party to the other. Upon the determination of the agreement the North Western railway will give to the Maler Kotla and Jhind Durbars possession of the railway, all its belongings and moneys then payable to them, after which the Durbars will indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Ludhiana-Dhuri-Jakhal railway. The Government may also determine the contract at any time on six months' notice in writing should either the North Western railway or the Durbars fail to observe their obligations.

(ix) *Term of contract.*—From the 6th September 1899 to the 31st December 1904 and thereafter as noted under (vii) and (viii).

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (z)}}$ **NORTH WESTERN RAILWAY SYSTEM—*contd.***

## 8 (*g*) Ludhiana-Dhuri-Jakhal railway (5′ 6″ gauge)—*concld.*

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| Year. | Table I. Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Table II. Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 78·66 | 41,19,634 | 3,46,059 | 1,55,727 | 3·78 | 85 | 55·00 |
| 1905 | 78·66 | 41,22,517 | 5,15,007 | 2,31,753 | 5·62 | 126 | 55·00 |
| 1906 | 78·65 | 41,70,608 | 6,44,063 | 2,89,829 | 6·95 | 157 | 55·00 |
| 1907 | 78·65 | 41,81,658 | 6,45,356 | 2,90,410 | 6·94 | 158 | 55·00 |
| 1908 | 78·65 | 41,86,647 | 6,24,593 | 2,81,067 | 6·71 | 153 | 55·00 |
| 1909 | 78·65 | 41,89,158 | 6,13,490 | 2,76,070 | 6·59 | 150 | 55·00 |
| 1910 | 78·65 | 41,88,289 | 8,30,707 | 3,73,818 | 8·93 | 203 | 55·00 |
| 1911 | 78·65 | 41,92,181 | 6,55,093 | 2,94,792 | 7·03 | 160 | 55·00 |
| 1912 | 78·65 | 41,91,995 | 7,16,119 | 3,22,253 | 7·68 | 175 | 55·00 |
| 1st qr. of 1913 | 78·65 | 41,96,109 | 2,00,611 | 90,275 | 2·15 | 196 | 55·00 |
| 1913-14 | 78·65 | 42,19,576 | 8,92,784 | 4,34,581 | 10·30 | 218 | 51·33 |

## 8 (*h*) Rajpura-Bhatinda railway (5′ 6″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Rajpura to Patiala | 1-11-84 | 16·00 | |
| Patiala to Bhatinda | 13-10-89 | 92·04 | |
| Total | ... | ... | 108·04 |

**Details of construction—**

*Permanent-way.*—The line from Rajpura to Patiala is laid with 68-lb. bull-headed steel rails on deodar sleepers, and from Patiala to Bhatinda with 75-lb. flat-footed steel rails on deodar sleepers.

*Ballast.*—The line is ballasted throughout with broken brick.

*Fencing.*—The line is fenced between Rajpura and Patiala at station yards, and 100 feet on each side of level crossings between Patiala and Bhatinda.

*Curves.*—The sharpest curve is of 1,146 feet radius.

*Gradients.*—The ruling gradient is 1 in 250.

**Agreement—**

Dated the 30th January 1893, *between the Secretary of State and the Patiala Durbar*, as to management, maintenance and working.

**Main provisions of agreement—**

(i) *Land.*—For original construction was provided free of cost by the Patiala Durbar; the cost of that provided after 13th October 1889 (the date on which the agreement came into force) is debited to capital.

(ii) *Government aid.*—The line, which is the property of the Patiala Durbar, is managed, maintained, stocked and worked by the Government through the agency of the North Western railway as part of its system as from the 13th October 1889.

(iii) *Terms of working.*— } For management, maintenance, provision of rolling-stock and working
(iv) *Distribution of profits.*— } the North Western railway retains 55 per cent of the gross earnings (reduced to 52 per cent from 1st January 1904 in accordance with the Government of India, Public Works Department, No. $\frac{817}{818}$ R.T., dated the 5th October 1903, to the address of the $\frac{\text{Government of the Punjab}}{\text{Manager, North Western railway}}$) and the balance is paid to the Patiala Durbar.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (e)}}$ **NORTH WESTERN RAILWAY SYSTEM—*contd.***

**8 (*h*) Rajpura-Bhatinda railway** (5′ 6″ gauge)—*concld.*

**Main provisions of agreement**—*concld.*

(v) *Rates and fares.*—To be the same as may, from time to time, be in force on the North Western railway.

(vi) *Special obligations as to the conveyance of*—

(*a*) Mails, troops, police, high officials and stores both of the Government and of the Durbar.—

(*b*) Government and Durbar bullion and coin, and the persons in charge thereof.—

} To be carried on the same general conditions and at the same rates as may for the time being be in force on the North Western railway.

(vii) *Power of the Government to determine agreement.*—

(viii) *Power of the Durbar to surrender agreement.*—

} The agreement is terminable on the 1st January or the 1st July in any year on six months' previous notice being given by either party to the agreement to the other. The Government may also determine the contract at any time on six months' notice in writing, should either the North Western railway or the Patiala Durbar fail to observe their obligations. Upon the determination of the agreement the North Western railway will give to the Patiala Durbar possession of the railway, all its belongings and moneys then payable to it, after which the Patiala Durbar will indemnify the North Western railway against all debts and liabilities as may have been incurred and then be subsisting on behalf of the Rajpura-Bhatinda railway.

(ix) *Term of agreement.*—From 13th October 1889 to the 31st December 1892, and thereafter as noted under (vii) and (viii).

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 107·05 | 67,23,431 | 10,67,925 | 5,12,604 | 7·62 | 192 | 52·00 |
| 1905 | 107·05 | 67,18,831 | 12,53,390 | 6,01,628 | 8·95 | 225 | 52·00 |
| 1906 | 107·05 | 68,02,580 | 11,87,134 | 5,69,825 | 8·38 | 213 | 52·00 |
| 1907 | 107·05 | 68,14,790 | 14,80,997 | 7,10,878 | 10·43 | 266 | 52·00 |
| 1908 | 107·05 | 68,52,951 | 13,74,351 | 6,59,689 | 9·63 | 247 | 52·00 |
| 1909 | 106·45 | 68,69,482 | 13,15,393 | 6,31,388 | 9·19 | 237 | 52·00 |
| 1910 | 106·45 | 68,92,203 | 13,91,108 | 6,67,731 | 9·68 | 251 | 52·00 |
| 1911 | 107·01 | 69,89,254 | 16,30,470 | 7,82,625 | 11·20 | 293 | 52·00 |
| 1912 | 108·04 | 70,42,212 | 20,20,899 | 9,74,768 | 13·84 | 363 | 52·00 |
| 1st qr. of 1913 | 108·04 | 70,73,101 | 4,35,345 | 2,08,966 | 2·95 | 310 | 52·00 |
| 1913-14 | 108·04 | 71,54,898 | 19,79,514 | 9,50,167 | 13·28 | 352 | 52·00 |

**8 (*i*) Southern Punjab railway** (5′ 6″ gauge)—

*Chairman.*—Sir Bradford Leslie, K.C.I.E.

*Secretary.*—Urban Broughton, Esq.

*Offices.*—Egypt House, 36, New Broad Street, London, E.C.

*Date of registration of the Company.*—30th July 1895.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (s)}}$. **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

### 8 (*i*) Southern Punjab railway (5′ 6″ gauge)—*contd.*

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| Delhi *vid* Bhatinda to Samasata | 10-11-97 | 399·89 | | |
| Independent entrance from Delhi Brewery to Delhi | 20-12-09 | 0·79 | 400·68 | |
| *Branch—* | | | | |
| Narwana to Kaithal | 1-2-99 | 23·38 | 23·38 | |
| Total | ... | ... | ... | 424·06 |
| DOUBLE LINE— | | | | |
| Between Delhi Brewery Cabin Junction and Delhi Kishanganj. | 1-1-12 | 0·19 | | |
| | 1-7-12 | 1·37 | 1·56 | |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 75-lb. flat-footed steel rails laid on transverse sleepers of creosoted pine, deodar and jarrah.

*Ballast.*—The line is ballasted throughout with broken brick and stone.

*Fencing.*—Only the station yards are fenced.

*Curves.*—The sharpest curve is of 2,100 feet radius.

*Gradients.*—The ruling gradient is 1 in 333.

**Contracts—**

Dated the 13th August 1895 (called the principal contract), *between the Secretary of State and the Southern Punjab Railway Company*, as to construction, management, maintenance and working.

Dated the 4th May 1899 (supplemental to the contract of 1895), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Narwana-Kaithal branch.

Dated the 4th June 1903 (supplemental to the contract of 1895), *between the Secretary of State and the Southern Punjab Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 4th October 1905 (supplemental to the contracts of 1895, 1899 and 1903), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Southern Punjab "Ludhiana" Extension.

Dated the 14th May 1908 (supplemental to the contracts of 1895, 1899, 1903 and 1905), *between the Secretary of State and the Southern Punjab Railway Company*, for the purpose of defining the position of the Ludhiana-Dhuri-Jakhal railway in relation to the Southern Punjab railway.

Dated the 24th June 1909 (supplemental to the contracts of 1895, 1899, 1903, 1905 and 1908), *between the Secretary of State and the Southern Punjab Railway Company*, as to the construction, management, maintenance and working of the Sutlej Valley railway.

**Main provisions of contracts—**

(i) *Land.*—In British territory provided by the Government free of cost to the Company. As to that in the territories of any Native State, the Government undertake to use their influence to acquire it for the Company, as far as possible, on the same terms.

(ii) *Government aid.*—The Government manage, maintain, stock and work the railway in all respects as far as practicable as part of the North Western Railway System; and allow to the Company in respect of each half-year, by way of rebate, on the net earnings of the North Western railway from traffic interchanged with the Southern Punjab railway and from all traffic originating and terminating at stations of the North Western railway (including the stations at Delhi and Samasata, respectively, but not including the stations of the Patiala State railway) as shall be sent over the said railway by the North Western railway in exercise of the power conferred upon, or reserved to, it by sub-clause 5 of clause 18 of the contract of 1895, such a sum (not exceeding the net earnings of the North Western railway) from the traffic above specified as, together with the Company's net earnings, make up an amount equal to interest for the year at 3½ per cent on the actual expenditure charged in the capital account.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (s).}}$ **NORTH WESTERN RAILWAY SYSTEM**—*contd.*

**8 (*i*) Southern Punjab railway** (5′ 6″ gauge)—*concld.*

**Main provisions of contracts**—*concld.*

(iii) *Terms of working.*—For management, maintenance, provision of rolling-stock and working, the Government retain 52 per cent of the gross earnings, the remainder being the net earnings of the Company. Such net earnings, together with the rebate referred to under (ii), constitute the Company's net receipts.

(iv) *Distribution of profits.*—Surplus profits in excess of 3¾ per cent per annum on the total expenditure of the Company in sterling are divisible equally at the close of each year between the Government and the Company, provided that, after the completion of the Ludhiana Extension, a sum of £5,000 per annum is deducted from the net receipts of the Company's existing lines for administrative expenses in England and India before division of profits.

(v) *Rates and fares.*—To be fixed by the Government within the maxima and minima for the time being in force on the North Western railway.

(vi) *Special obligations as to the conveyance of*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} To be conveyed at the same rates and under the same arrangements as may be in force on State railways.

(vii) *Power of the Government to determine contract.*—Government may, by giving twelve months' notice, determine the contract and acquire the line on the 31st December 1929, or on the 31st December 1934 or on the 31st December of the last year of any subsequent period of ten years except the period expiring on 31st December 1954, paying to the Company in sterling a sum equal to 25 times the yearly average of the Company's share of the net earnings of the railway during the last preceding five years, provided that such sum shall not exceed by more than 20 per cent the total capital expenditure of the Company in sterling nor be less than such capital expenditure. Government may also determine the contract on the 31st December 1954 by paying to the Company in sterling a sum equal to the total capital expenditure in sterling.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract* [*if not determined under* (vii) *or* (viii)].—None specified.

**Statistics of working**—

| | Table I. | | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Rebate from N. W. Ry., (+), or share of surplus profits payable to the Secretary of State in England, (−). | Total income. | Percentage of total income on total capital outlay given in column (3). | Remarks. | Earnings per mile per week. | Proportion of expense to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | | Rs. | |
| 1897 . | 399·80 | 1,99,08,812 | 1,61,038 | 77,298 | 0·39 | +19,942 | 97,240 | 0·54 | Adjustments under the Cripps' award were brought into account in 1901, but in these statistics they have been adjusted and allocated to the proper years. | 52 | 52·00 |
| 1898 . | 399·80 | 2,23,62,921 | 16,29,122 | 7,81,978 | 3·49 | .... | 7,81,978 | 3·49 | | 74 | 52·00 |
| 1899 . | 423·18 | 2,26,68,262 | 16,11,010 | 7,73,285 | 3·41 | +17,318 | 7,90,603 | 3·48 | | 73 | 52·00 |
| 1900 . | 423·93 | 2,26,57,963 | 16,36,280 | 7,89,360 | 3·48 | + 3,562 | 7,92,922 | 3·50 | | 74 | 52·00 |
| 1901 . | 423·93 | 2,25,70,734 | 24,96,333 | 11,98,240 | 5·31 | —1,73,653 | 10,24,587 | 4·54 | | 113 | 52·00 |
| 1902 . | 424·72 | 2,27,93,660 | 19,41,541 | 9,31,940 | 4·09 | —41,522 | 8,90,418 | 3·90 | | 88 | 52·00 |
| 1903 . | 425·33 | 2,28,27,906 | 21,59,158 | 10,36,396 | 4·54 | — 90,308 | 9,46,088 | 4·14 | | 98 | 52·00 |
| 1904 . | 425·33 | 2,29,43,454 | 27,47,442 | 13,18,772 | 5·74 | —2,30,673 | 10,88,094 | 4·74 | | 124 | 52·00 |
| 1905 . | 425·33 | 2,30,13,696 | 36,40,372 | 17,47,379 | 7·59 | —4,43,110 | 13,04,269 | 5·66 | | 165 | 52·00 |
| 1906 . | 425·33 | 2,31,30,148 | 41,67,059 | 20,00,188 | 8·65 | —5,67,842 | 14,32,346 | 6·19 | | 188 | 52·00 |
| 1907 . | 423·75 | 2,31,79,761 | 50,37,456 | 24,17 978 | 10·43 | —7,75,023 | 16,42,955 | 7·09 | | 228 | 52·00 |
| 1908 . | 423·75 | 2,33,23,671 | 44,44,156 | 21,33,194 | 9·14 | —6,47,045 | 14,86,149 | 6·37 | | 202 | 52·00 |
| 1909 . | 424·06 | 2,35,69,933 | 33,15,733 | 15,91,551 | 6·75 | —3,56,280 | 12,35,271 | 5·24 | | 150 | 52·00 |
| 1910 . | 424·06 | 2,39,18,571 | 43,21,320 | 20,74,234 | 8·67 | —5,55,091 | 15,19,143 | 6·35 | | 196 | 52·00 |
| 1911 . | 424·06 | 2,43,04,411 | 50,29,087 | 24,13,962 | 9 93 | —7,57,754 | 16,56,208 | 6·81 | | 228 | 52·00 |
| 1912 . | 424·06 | 2,47,35,830 | 58,82,883 | 28,28 754 | 11·41 | —9,54,113 | 18,69,671 | 7·56 | | 267 | 52·00 |
| 1st qr. of 1913. | 424 06 | 2,49,47,567 | 10,97,941 | 5,27,012 | 2·11 | —1,37,685 | 3,89,327 | 1·56 | | 199 | 52·00 |
| 1913-14 | 424·06 | 2,56,22,112 | 57,98,323 | 27,80,795 | 10·85 | —9,29,467 | 18,51,328 | 7·23 | | 263 | 52·00 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (s)}}$ **NORTH WESTERN RAILWAY SYSTEM—*contd.***

**8 (*j*) Southern Punjab "Ludhiana" Extension (5′ 6″ gauge)—**

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Ludhiana to Ferozepore . . . . . | 10-6-05 | 76·68 | |
| Ferozepore to MacLeod Ganj . . . . . | 10-2-06 | 75·36 | |
| TOTAL ... | ... | ... | 152·04 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah and deodar sleepers.

*Ballast.*—The line is ballasted with brick and stone.

*Fencing.*—Only station yards, and short lengths on either side of all level crossings where gates and gate lodges have been provided, are being fenced.

*Curves.*—The sharpest curve is of 1,910 feet radius.

*Gradients.*—The ruling gradient is 1 in 400.

**Main provisions of contracts—**

This extension is worked by the Government through the agency of the North Western railway as a part of the Southern Punjab railway under the provisions of the contracts noted under 8(*i*), Southern Punjab railway (5′ 6″ gauge), except as follows :—

(i) *Government aid.*—The Government allow to the Company, in respect of each half-year, a rebate on the net earnings of the North Western railway derived from—

(*a*) the traffic interchanged between the North Western railway and this railway, whether directly or by way of the other railways of the Company ;

(*b*) all traffic orginating and terminating at stations of the North Western railway (including the stations at Delhi, Samasata, Ferozepore and Ludhiana respectively, but not including stations of the Patiala State railway) which shall be sent over this railway by the North Western railway in exercise of the power conferred upon, or reserved to, it by sub-clause 5 of clause 18 of the contract of 1895 ; and

(*c*) coaching traffic between Ludhiana and Ferozepore over and above the average earnings of the North Western railway from such traffic during the corresponding half-year in the five years preceding the opening of this line.

Such rebate to be of an amount which shall not exceed the amount of the said net earnings, and which, when added to all allowances by way of rebate made to the Company under the provisions of the contracts of 1895 and 1899 in respect of the same half-year, shall not exceed the net earnings of the North Western railway from all traffic interchanged with or sent over any part of the Company's lines (including this line), but which, subject as aforesaid, shall extend to an amount sufficient, with the net earnings of this line, to make up interest at the rate of 5 per cent per annum on the capital expenditure of the Company in respect of this line as charged in the capital account.

Provided that the Company shall not in any half-year be entitled, under clause 12 of the contract of 1905, to any rebate in respect of traffic which is also the subject of rebate under clause 23 of the contract of 1895 and if to the extent to which in that half-year the sum required to make up the earnings of the Company to 3½ per cent under clause 23 of the contract of 1895 would have been insufficient for that purpose without taking into account such traffic or some part thereof, but any surplus of net earnings of the North Western railway in respect of traffic which is subject to rebate both under the first part of clause 12 of the contract of 1905, and also under the contract of 1895 which shall remain after satisfying any claim under the contract of 1895, shall nevertheless be applicable to meet any claim of the Company to rebate under clause 12 of the contract of 1905.

(ii) *Distribution of profits.*—Surplus net receipts in excess of 5 per cent per annum on the Company's total capital expenditure in respect of the extension are divisible at the close of each year in the proportion of ¼th to the Company and ¾ths to the Government.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (s)}}$ **NORTH WESTERN RAILWAY SYSTEM—*contd.***

**8 (*j*) Southern Punjab "Ludhiana" Extension (5′ 6″ gauge)—*concld.***

**Statistics of working—**

| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Rebate from North Western railway, (+), *or* share of surplus profits payable to the Secretary of State in England, (−). | Total income. | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|---|---|---|
| | TABLE I. | | | | | | | | TABLE II. | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1905 . | 77·05 | 70,09,669 | 73,332 | 35,200 | 0·50 | +10,500 | 45,700 | 0·65 | 33 | 52·00 |
| 1906 . | 155·05 | 79,33,781 | 6,29,557 | 3,02,187 | 3·81 | +33,318 | 3,35,505 | 4·23 | 83 | 52·00 |
| 1907 . | 152·04 | 83,43,814 | 8,98,142 | 4,31,108 | 5·17 | +31,163 | 4,62,271 | 5·54 | 112 | 52·00 |
| 1908 . | 152·04 | 87,92,087 | 8,31,931 | 3,99,327 | 4·54 | +16,826 | 4,16,153 | 4·73 | 105 | 52·00 |
| 1909 . | 152·04 | 89,14,112 | 7,86,692 | 3,78,573 | 4·25 | +35,203 | 4,13,776 | 4·64 | 100 | 52·00 |
| 1910 . | 152·04 | 89,40,692 | 10,03,716 | 4,81,784 | 5·39 | +2,352 | 4,84,136 | 5·41 | 127 | 52·00 |
| 1911 . | 152·04 | 89,83,708 | 10,99,618 | 5,33,497 | 5·82 | −56,165 | 4,67,332 | 5·20 | 138 | 52·00 |
| 1912 . | 152·04 | 90,15,837 | 11,77,568 | 5,65,233 | 6·26 | −85,910 | 4,79,323 | 5·31 | 149 | 52·00 |
| 1st qr. of 1913 . | 152·04 | 90,16,169 | 2,88,228 | 1,38,349 | 1·53 | −21,410 | 1,16,939 | 1·29 | 146 | 52·00 |
| 1913-14 . | 152·04 | 91,86,178 | 13,47,598 | 6,46,847 | 7·04 | −1,41,490 | 5,05,357 | 5 50 | 170 | 52·00 |

**8 (*k*) Sutlej Valley railway (5′ 6″ gauge)—**

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Kasur to Lodhran . . . . . | 6-7-10 | 208·19 | 208·19 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 75-lb. flat-footed steel rails on Australian jarrah wood sleepers for main line and main loops and 60-lb. flat-footed rails on jarrah and deodar sleepers for other sidings.

*Ballast.*—The line is ballasted with broken brick and stone.

*Fencing.*—Only station yards and short lengths on each side of level crossings provided with gates are being fenced.

*Curves.*—The sharpest curve is of 1,910 feet radius.

*Gradients.*—The ruling gradient is 1 in 400.

**Main provisions of contract—**

This railway is worked by the Government, through the agency of the North Western railway, as a part of the Southern Punjab railway under the provisions of the contracts noted under 8 (*i*), Southern Punjab railway (5′ 6″ gauge), except as follows :—

(i) *Government aid.*—The Government allow to the Southern Punjab Railway Company, for each half-year, by way of rebate, on the net earnings of the North Western railway, such a sum (not exceeding the amount of such net earnings of the North Western railway) as, together with the net earnings of the Company in respect of this railway, will be equal to interest at 4½ per cent per annum on the Company's total capital expenditure on the Sutlej Valley railway, provided that if in any year the rebate so ascertained shall exceed the aggregate of —

(*a*) the net earnings of the North Western railway from its traffic interchanged with the Sutlej Valley railway and from traffic originating and terminating at stations on the North Western railway (including the stations at Delhi, Samasata, Ferozepore, Ludhiana, Kasur and Lodhran, but not including stations of the Patiala State railway) and sent over the Sutlej Valley railway, other than the traffic which is subject to rebate under clause 23 of the contract of 1895 or clause 12 of the contract of 1905 or under both these clauses, and

(*b*) such surplus (if any) of net earnings of the North Western railway in respect of traffic which is subject to rebate under clause 23 of the contract of 1895 or clause 12 of the contract of 1905 or under both these clauses, as shall remain after satisfying claims under such clauses or either of them (if any),

then the rebate for such year shall be reduced to an amount equal to the aggregate of the said two sums.

*Distribution of profits.*—Surplus net receipts in excess of 4½ per cent per annum on the Company's total capital expenditure on the Sutlej Valley railway are divisible at the close of each year in the proportion of ¼th to the Company and ¾ths to the Government.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (z)}}$ **NORTH WESTERN RAILWAY SYSTEM—*contd.***

### 8 (*k*) Sutlej Valley railway (5′ 6″ gauge)—*concld.*

**Statistics of working—**

| | Table I. | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Rebate from North Western railway, (+), *or* share of surplus profits payable to the Secretary of State in England, (—). | Total income. | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1910 . | 209·46 | 1,54,94,559 | 2,89,668 | 1,39,041 | 0·90 | ... | 1,39,041 | 0·90 | 54 | 52·00 |
| 1911 . | 208·19 | 1,52,17,748 | 5,66,486 | 2,71,914 | 1·79 | +4,13,820 | 6,85,734 | 4·50 | 52 | 52·00 |
| 1912 . | 208·19 | 1,52,28,474 | 5,17,652 | 2,46,473 | 1·63 | +4,04,636 | 6,53,109 | 4·29 | 48 | 52·00 |
| 1st qr. of 1913 . | 208·19 | 1,52,33,176 | 1,30,630 | 62,702 | 0·41 | +2,17,011 | 2,79,713 | 1·84 | 48 | 52·00 |
| 1913-14 . | 208·19 | 1,52,73,939 | 6,77,949 | 3,25,415 | 2·13 | +2,97,805 | 6,23,220 | 4·08 | 63 | 52·00 |

### 8 (*l*) Kalka-Simla railway (2′ 6″ gauge)—

The railway was constructed by, and at the cost of, the Delhi-Umballa-Kalka Railway Company. On the representation of the Company it was decided to purchase the Company's interest in the line. This was effected by the payment of £300,000; the Secretary of State waiving all claim to arrears of unpaid interest on the advances, *viz.*, Rs. 1,16,47,512, made to the Company. The purchase of the line by the State was effected from 1st January 1906; but the Company continued to work it under the direct orders of the Railway Board up to the 31st December 1906. It was made over to the North Western railway administration with effect from the 1st January 1907.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Kalka to Simla station | 9-11-03 | 59·44 | |
| Simla station to Old Bullock Train Office | 27-6-09 | 0·48 | |
| Total ... | ... | ... | 59·92 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 41½-lb. flat-footed steel rails on wooden sleepers. The 40¼-lb. rails are being renewed with 60-lb. and 62-lb. flat-footed rails.

*Ballast.*—The line is ballasted with stone.

*Fencing.*—The line is fenced only along the Kalka camping ground and through the outskirts of the town of Kalka.

*Curves.*—Most of the curves are compound, the limiting radius being 120 feet.

*Gradients.*—The ruling gradient is 1 in 33.

**Contract—**

Nil.—The line is owned and worked by the State.

*Rates and fares.*—May be varied within the limits of certain fixed maxima and minima subject to certain special conditions regarding charges for tunnels.

**Statistics of working (Those for the periods prior to 1906 will be found in Appendix 38 to the Report for 1907.)—**

| | Table I. | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Gain or loss to the State *pertaining to each year.* | Remarks. | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1906 . | 59·44 | 1,77,93,538 | 7,64,322 | 3,07,125 | 1·73 | 5,90,055 | —2,82,930 | The decrease in net earnings in 1910 is mainly due to renewals of permanent-way with 60-lb. rails and charges for special renewals amounting to Rs. 2,64,056. | 247 | 59·82 |
| 1907 . | 59·44 | 1,76,82,568 | 9,25,979 | 4,05,368 | 2·29 | 5,83,663 | —1,78,295 | | 300 | 56·22 |
| 1908 . | 59·44 | 1,83,44,085 | 9,64,623 | 2,90,131 | 1·58 | 5,67,129 | —2,76,998 | | 312 | 69·92 |
| 1909 . | 59·92 | 1,88,14,812 | 9,81,289 | 2,39,679 | 1·27 | 5,81,632 | —3,41,953 | | 316 | 75·58 |
| 1910 . | 59·92 | 1,94,24,591 | 10,30,967 | 36,042 | 0·18 | 6,03,907 | —5,67,865 | | 331 | 96·50 |
| 1911 . | 59·92 | 1,96,91,570 | 11,54,432 | 3,37,867 | 1·71 | 6,22,427 | —2,84,560 | | 370 | 70·73 |
| 1912 . | 59·92 | 1,97,61,652 | 12,59,823 | 3,95,164 | 2·00 | 6,25,180 | —2,30,016 | | 404 | 68·68 |
| 1st qr. of 1913 . | 59·92 | 1,98,48,191 | 2,61,535 | 41,353 | 0·21 | 1,56,961 | —1,15,608 | | 336 | 84·19 |
| 1913-14 . | 59·92 | 1,99,24,926 | 13,34,402 | 4,48,750 | 2·25 | 6,28,187 | —1,79,437 | | 428 | 66·37 |

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number—$\frac{\text{Main head 8}}{\text{Sub-heads (a) to (s)}}$. **NORTH WESTERN RAILWAY SYSTEM—*contd.***

## 8 (*m*) Kohat-Thal railway (2′ 6″ gauge)—

Originally the line was on the 2′ 6″ gauge from Khushalgarh, from which place to Kohat it was converted into 5′ 6″ gauge and merged in the North Western railway proper in 1908.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Kohat to Thal . . . . . | 1-4-03 | 61·75 | 61·75 |

**Details of construction—**

*Permanent-way.*—The line is laid partly with 41¼-lb. and partly with 35-lb. rails, on wooden sleepers.
*Ballast.*—The line is ballasted throughout with broken stone.
*Fencing.*—The line is unfenced.
*Curves.*—The sharpest curve is of 239 feet radius.
*Gradients.*—The ruling gradient is 1 in 100.

**Contract—**

Nil.—The line is owned and worked by the State.

**Statistics of working—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1902 . . | 29·70 | 49,49,378 | 29,225 | 9,388 | 0·19 | 31 | 67·88 |
| 1903 . . | 91·73 | 56,70,700 | 1,33,533 | —92,560 | ... | 34 | 174·56 |
| 1904 . . | 91·73 | 60,16,204 | 1,61,437 | —1,97,565 | ... | 34 | 222·33 |
| 1905 . . | 91·73 | 61,63,394 | 1,89,445 | —1,25,715 | ... | 38 | 166·36 |
| 1906 . . | 91·73 | 61,72,723 | 2,30,257 | —1,04,516 | ... | 50 | 143·68 |
| 1907 . . | 91·73 | 61,72,701 | 2,28,189 | —1,69,984 | ... | 48 | 174·49 |
| 1908 . . | 61·75 | 42,64,510 | 1,06,963 | —3,50,398 | ... | 33 | 427·59 |
| 1909 . . | 61·75 | 42,68,969 | 1,04,952 | —2,34,978 | ... | 33 | 323·89 |
| 1910 . . | 61·75 | 42,77,931 | 1,03,605 | —1,86,316 | ... | 32 | 231·57 |
| 1911 . . | 61·75 | 43,16,826 | 1,14,485 | —1,67,880 | ... | 36 | 246·64 |
| 1913 . . | 61·75 | 43,99,955 | 1,22,442 | —1,61,586 | ... | 38 | 231·97 |
| 1st qr. of 1913 . | 61·75 | 44,02,760 | 30,847 | —13,648 | ... | 38 | 144·24 |
| 1913-14 . | 61·75 | 43,70,614 | 1,38,223 | —6,799 | ... | 43 | 104·92 |

## 8 (*n*) Nowshera-Durgai railway (2′ 6″ gauge)—

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Nowshera to Durgai . . . . . | 1-1-01 | 40·25 | 40·25 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 35-lb. flat-footed steel rails laid partly on wooden and partly on steel sleepers.
*Ballast.*—The line is ballasted throughout with broken stone.
*Fencing.*—The line is unfenced.
*Curves.*—The sharpest curve has a radius of 250 feet.
*Gradients.*—The ruling gradient is 1 in 100.

**Contract—**

Nil.—The line is owned and worked by the State.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub heads (a) to (z)}}$ **NORTH WESTERN RAILWAY SYSTEM—*contd.***

**8 (*n*) Nowshera-Durgai railway** (2′ 6″ gauge)—*concld.*

**Statistics of working—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1901 . . | 40·25 | 17,97,886 | 95,037 | —60,702 | ... | 45 | 163·87 |
| 1902 . . | 40·25 | 24,92,716 | 1,06,949 | —55,905 | ... | 51 | 152·27 |
| 1903 . . | 40·25 | 24,19,651 | 1,10,782 | —1,843 | ... | 53 | 101·67 |
| 1904 . . | 40·25 | 25,08,059 | 1,45,118 | 3,963 | 0·16 | 69 | 97·29 |
| 1905 . . | 40·25 | 25,53,071 | 1,41,556 | —11,574 | ... | 68 | 108·17 |
| 1906 . . | 40·25 | 25,70,096 | 1,50,872 | 11,371 | 0·44 | 72 | 92·46 |
| 1907 . . | 40·25 | 25,76,543 | 1,73,232 | 9,924 | 0·39 | 83 | 94·27 |
| 1908 . . | 40·25 | 25,99,122 | 1,98,567 | 28,729 | 1·10 | 95 | 85·53 |
| 1909 . . | 40·25 | 25,92,909 | 2,04,475 | 5,747 | 0·23 | 98 | 97·19 |
| 1910 . . | 40·25 | 25,93,397 | 2,25,044 | 29,291 | 1·12 | 107 | 86·98 |
| 1911 . . | 40·25 | 26,01,859 | 2,29,148 | 37,536 | 1·44 | 109 | 83·62 |
| 1912 . . | 40·25 | 26,16,081 | 2,43,404 | 34,514 | 1·34 | 116 | 85·82 |
| 1st qr. of 1913 | 40·25 | 26,24,124 | 58,354 | 5,024 | 0·17 | 111 | 91·39 |
| 1913-14 . | 40·25 | 26,30,567 | 2,64,088 | 75,928 | 2·88 | 126 | 71·25 |

**8(*o*) Trans-Indus (Kalabagh-Bannu) railway** (2′ 6″ gauge)—

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Kalabagh to Bannu . . . . . | 15-6-13 | 88·91 | 88·91 | |
| Under construction or sanctioned for construction— Laki to Tank (sanctioned on 17th January 1913) . . . | ... | 47·12 | 47·12 | |
| GRAND TOTAL ... | ... | ... | ... | 136·03 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of new 50-lb. flat-footed steel rails, British standard section, laid on second hand deodar 5′ 6″ gauge sleepers cut down to lengths of 5′ and 5′ 6″.

*Ballast.*—The line is unballasted.

*Fencing.*—The line is unfenced, but the portion between Gambila and Bannu is being fenced.

*Curves.*—The sharpest curve is of 286 feet radius.

*Gradients.*—The ruling gradient is 1 in 100, except between Kalabagh Ghat and Kalabagh where it is 1 in 50.

**Contract—**

Nil.—The line is owned and worked by the State.

**Statistics of working—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of the year. | Total capital outlay, including suspense, to end of the year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1913-14 . | 88·91 | 68,27,036 | 2,18,035 | 46,490 | 0·68 | 59 | 78·68 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 8}}{\text{Sub-heads (a) to (s)}}$. **NORTH WESTERN RAILWAY SYSTEM—*concld.***

**8 (*p*) Jullundur-Mukerian railway** (5′ 6″ gauge)—

*Date of registration of the Company.*—27th February 1914.

The construction of the line by the Hoshiarpur Doab Branch Railways Company was authorised by the Railway Board in their letter No. $\frac{6}{5}\frac{5}{7}\frac{2}{0}$-R.C., dated the 13th March 1914.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Jullundur City to Mukerian (sanctioned on 13th March 1914) . . . . . | ... | 45·35 | 45·35 |

**8 (*q*) Mandra-Bhon railway** (5′ 6″ gauge)—

*Date of registration of the Company.*—13th November 1913.

The construction of this line by the North Western railway for the Mandra-Bhon Railway Company was sanctioned under Railway Board's Notification No. 355, dated the 3rd December 1913.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Mandra to Bhon (sanctioned on 3rd December 1913) . . . . . | ... | 46·50 | 46·50 |

**8 (*r*) Phagwara-Rahon railway** (5′ 6″ gauge)—

*Date of registration of the Company.*—27th February 1914.

The construction of the line by the Hoshiarpur Doab Branch Railways Company was authorised by the Railway Board in their letter No. $\frac{5}{5}\frac{5}{7}\frac{7}{0}$-R.C., dated the 13th March 1914.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Phagwara to Rahon (sanctioned on 13th March 1914) . . . . . | ... | 23·00 | 23·00 |

**8 (*s*) Jacobabad-Kashmore railway** (2′ 6″ gauge)—

*Date of registration of the Company.*—30th April 1913.

The construction of this line by the Upper Sind Light Railways, Jacobabad-Kashmore Feeder, Limited, svas sanctioned under Railway Board's Notification No. 282, dated the 16th October 1913.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Jacobabad to Kashmore (sanctioned on 16th October 1913) . . . . . | ... | 76·50 | 76·50 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (d)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM—**

**Lines comprised in the system.**—The Oudh and Rohilkhand railway system is made up of—

| | Open line. | Under construction or sanctioned for construction. | Total. |
|---|---|---|---|
| | Miles. | Miles. | Miles. |
| (*a*) Oudh and Rohilkhand railway { (5′ 6″ gauge) 1,523·16 / (3′ 3½″ gauge) 2·18 } | 1,525·36 | ... | 1,525·36 |
| (*b*) Cawnpore-Banda railway (5′ 6″ gauge) | 33·37 | 107·78 | 141·15 |
| (*c*) Hardwar-Dehra railway (5′ 6″ gauge) | 32·04 | ... | 32·04 |
| (*d*) Cawnpore-Burhwal link (3′ 3½″ gauge) | 79·60 | ... | 79·60 |
| Total | 1,670·37 | 107·78 | 1,778·15 |

**Running powers—**

*Home line over Foreign lines:—*

| | |
|---|---|
| Ghaziabad to Delhi, East Indian railway, granted for passenger and goods trains but exercised for the former only. | 13·00 |
| Meerut City to Meerut Cantonment, North Western railway, for passenger trains only | 2·75 |
| Total | 15·75 |

*Foreign lines over Home line:—*

| | |
|---|---|
| Great Indian Peninsula railway at Cawnpore, for passenger and goods trains | 0·86 |
| " " " " Cawnpore to Lucknow, for passenger trains only | 44·63 |
| East Indian railway, Moghal Sarai to Benares Cantonment, for certain passenger trains only | 10·00 |
| | 55·49 |

| | | |
|---|---|---|
| Bengal and North-Western railway, Cawnpore to Aishbagh, 45·03 miles, and Daliganj to Burhwal, 34·57 miles (Cawnpore-Burhwal link, 3′ 3½″ gauge) | | 79·60 |
| " " " " Benares Cantonment to Benares City | for passenger and goods trains. | 2·18 |
| Rohilkund and Kumaon railway, over Ramganga bridge between Bareilly and Basharat-ganj. | | 0·52 |
| " " " " " " Dalpatpur and Moradabad | | 0·40 |
| | | 82·70 |

**9 (*a*) Oudh and Rohilkhand railway (5′ 6″ gauge)—**

The Oudh and Rohilkhand railway was acquired by the State from the late Guaranteed Company on the 1st January 1889.

A tramway constructed at the expense of Messrs. Carew and Company connects the Rosa Sugar factory with Rosa station on the Oudh and Rohilkhand railway. This tramway is 3·25 miles long and is worked by cattle power. It is used for goods traffic only.

*Date of registration of the late guaranteed Company.*—August 1867.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| *Main line—* | | | | | |
| Moghal Sarai to mile 3·55 | 22-12-62 | 3·55 | | | |
| Mile 3·55, south of the Dufferin bridge, to Kashi (Benares Ganges) station. | 1-10-87 | 4·25 | | | |
| Kashi (Benares Ganges) station to Benares Cantonment. | 18-6-83 | 1·50 | | | |
| Benares Cantonment to Rae Bareli | 4-4-93 | 138·36 | | | |
| Rae Bareli to Lucknow | 18-10-93 | 49·56 | | | |
| Lucknow to Sandila | 1-2-72 | 20·09 | | | |
| Sandila to Hardoi | 15-7-72 | 33·00 | | | |
| Hardoi to Shahjahanpur | 1-3-73 | 39·00 | | | |
| Shahjahanpur to Pitambarpur | 8-9-73 | 32·00 | | | |
| Pitambarpur to Bareilly | 1-11-73 | 13·00 | | | |
| Bareilly to Moradabad (chord line *vid* Rampur). | 8-6-94 | *56·07 | | | * Of this, 0·49 mile, *i.e.*, over the Ramganga bridge (Moradabad) is of mixed (5′ 6″ and 3′ 3½″) gauge. |
| Moradabad to Nagina | 8-10-84 | 47·25 | | | |
| Nagina to Najibabad | 1-4-85 | 13·79 | | | |
| Najibabad to Saharanpur | 1-1-86 | 58·25 | | | |
| | | | 518·49 | | |
| *Benares-Lucknow loop—* | | | | | |
| Benares Cantonment to Shahganj | 5-1-74 | 56·03 | | | |
| Shahganj to Bilwai | 1-5-74 | 7·00 | | | |
| Bilwai to Malipur | 17-4-74 | 9·00 | | | |
| Malipur to Akbarpur | 2-3-74 | 12·00 | | | |
| Akbarpur to Fyzabad | 10-6-73 | 37·85 | | | |
| Fyzabad to Bara Banki | 25-11-72 | 62·00 | | | |
| Bara Banki to Lucknow Block hut | 1-1-73 | 15·21 | | | |
| | | | 199·09 | | |
| *Bareilly-Moradabad loop—* | | | | | |
| Bareilly to mile 5 | 22-12-73 | †5·00 | | | † Of this, 1·17 miles, *i.e.*, over Ramganga bridge (Bareilly) are of mixed (5′ 6″ and 3′ 3½″) gauge. |
| Mile 5 to Aonla | 1-11-73 | 11·00 | | | |
| Aonla to Chandausi | 10-6-73 | 27·00 | | | |
| Chandausi to Moradabad | 28-10-72 | 27·50 | | | |
| | | | 70·50 | | |
| CARRIED OVER | ... | ... | ... | 788·08 | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (d)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM**—*contd.*

**9 (*a*) Oudh and Rohilkhand railway** (5′ 6″ gauge)—*contd.*

**Progress in opening**—*concld.*

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Brought forward | ... | ... | ... | 768·08 | |
| *Branches on the main line—* | | | | | |
| *Cawnpore branch—* | | | | | |
| Lucknow to Cawnpore | 23-4-67 | 42·00 | | | |
| Left bank of the Ganges to junction with the East Indian railway at Cawnpore | 15-7-75 | 3·22 | | | |
| Passenger approach to the East Indian railway at Cawnpore | 21-2-88 | 0·23 | | | |
| *Balamau-Madhoganj branch—* | | | 45·45 | | |
| Balamau to Madhoganj | 20-12-03 | 14·20 | | | |
| *Madhoganj-Sandi extension—* | | | 14·20 | | |
| Madhoganj to Bilgram | 15-11-09 | 7·62 | | | |
| Bilgram to Sandi | 9-3-10 | 9·43 | | | |
| *Balamau-Sitapur branch—* | | | 17·05 | | |
| Balamau to Misrikh | 9-3-10 | 22·44 | | | |
| Misrikh to Sitapur | 5-4-10 | 14·32 | | | |
| *Rosa-Sitapur branch—* | | | 36·76 | | |
| Rosa to Sitapur City | 18-6-10 | 49·22 | | | |
| Sitapur City to Sitapur Cantonment | 2-2-11 | 2·66 | | | |
| *Moradabad-Ghaziabad branch—* | | | 51·88 | | |
| Moradabad to Gajroula | 1-4-00 | 33·40 | | | |
| Gajroula to Ghaziabad | 25-11-00 | 53·37 | | | |
| *Hapur-Meerut branch—* | | | 86·77 | | |
| Hapur to Meerut | 7-11-04 | 18·09 | | | |
| *Kotdwara branch—* | | | 18·09 | | |
| Najibabad Junction to the right bank of the Koh river opposite Kotdwara | 24-12-96 | 15·19 | | | |
| *Hardwar branch—* | | | 15·19 | | |
| Lhaksar Junction to the left bank of the Ganges Canal near Jawalapur | 1-1-86 | 13·58 | | | |
| Left bank of the Ganges Canal near Jawalapur to Hardwar | 20-3-86 | 3·58 | | | |
| *Branches on Benares-Lucknow loop—* | | | 17·06 | | |
| *Allahabad-Fyzabad branch—* | | | | | |
| Fyzabad to Sultanpur | 1-2-04 | 35·50 | | | |
| Sultanpur to Siwait* | 1-7-03 | *47·05 | | | * Excluding 2·45 miles, between Partabgarh and Chilbila, which is a part of the main line. |
| Siwait to Phaphamau | 20-1-04 | 3·27 | | | |
| Phaphamau to Allahabad | 1-1-05 | 7·00 | | | |
| *Allahabad-Jaunpur branch—* | | | 92·82 | | |
| Phaphamau to Mariahu | 18-6-06 | 47·51 | | | |
| Mariahu to Zafarabad | 1-1-07 | 10·67 | | | |
| *Bahramghat branch—* | | | 58·18 | | |
| Bara Banki to Bahramghat | 20-11-72 | †21·52 | | | † Of this the length from Burhwal to Bara Banki, 16·79 miles, is of mixed (5′ 6″ and 3′ 3⅜″) gauge. |
| *Branches on the Bareilly-Moradabad loop—* | | | 21·52 | | |
| *Aligarh branch—* | | | | | |
| Chandausi to Rajghat Narora | 28-10-72 | 30·48 | | | |
| Rajghat Narora to Aligarh | 1-2-72 | 30·12 | | | |
| *Allahabad-Rae Bareli-Cawnpore branch—* | | | 60·60 | | |
| Phaphamau to Rae Bareli | 2-11-11 | 68·00 | | | |
| Daryapur to Dalmau | 2-11-11 | 15·33 | | | |
| Unchahar to Unao | 1-2-12 | 69·02 | | | |
| *Gajroula-Chandpur branch—* | | | 152·35 | | |
| Gajroula to Chandpur | 7-6-11 | 21·88 | | | |
| *Dhakia-Sambhal Branch—* | | | 21·88 | | |
| Raja-ka-Sahaspur to Sambhal Hatim Sarai | 25-6-12 | 14·58 | | | |
| *Akbarpur-Tanda Branch—* | | | 14·58 | | |
| Akbarpur to Tanda | 28-10-12 | 10·72 | | | |
| *3′ 3⅜″ gauge—Benares City branch—* | | | 10·72 | 735·10 | |
| Benares Cantonment (Oudh and Rohilkhand) to Benares City (Bengal and North-Western) | 1-4-99 | 2·18 | 2·18 | | |
| | | | | 2·18 | |
| Total | ... | ... | ... | 1,525·36 | |
| DOUBLE LINE—[c] | | | | | |
| Lucknow Blockhut to Kakori | 11-10-09 | 11·38 | | | |
| Moghal Sarai to Bechupur | 21-4-13 | 1·24 | ... | | |
| Bechupur to right bank of Dufferin Bridge | 21-12-12 | 4·19 | | | |
| Kashi to Benares Cantonment | 5-3-13 | 2·82 | | | |
| | | | 19·63 | | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

## Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (d)}}$. OUDH AND ROHILKHAND RAILWAY SYSTEM—*contd.*

### 9 (*a*) Oudh and Rohilkhand railway (5′ 6″ gauge)—*concld.*

**Details of construction—**

*Permanent-way.*—The main line, which was laid with 75-lb. flat-footed steel rails on cast-iron pot sleepers, is being relaid with 90-lb. flat-footed steel rails, British Standard, on wooden sleepers and about 237 miles are practically complete. The pot sleepers in the main line have all been replaced by wooden sleepers. The Benares-Lucknow loop is laid with 75-lb. flat-footed steel rails on cast-iron pot sleepers, of which 56 miles have been replaced by wooden sleepers and 20 miles with 90-lb. flat-footed steel rails. On most of the branches the rails are 75-lb. flat-footed steel. The Bahramghat branch is laid with 60-lb. steel rails, and Madhoganj-Sandi extension partly with 60-lb. flat-footed iron and partly with 60-lb. steel rails.

The Allahabad-Rae Bareli-Cawnpore branch is laid with 90-lb. flat-footed steel rails, British Standard, on wooden sleepers.

The sleepers are of the following types:—Stamped steel bowls, cast-iron pots (Fowler's patent box, Walton's, Hederstedts and M.C.), steel trough and wood (sâl, deodar and Australian hard wood). There are a few wrought-iron saddle back sleepers still in the Kotdwara branch.

*Ballast.*—The main line and branches are ballasted with sand, kunkur, stone, shingle and broken brick.

*Fencing.*—The line is fenced throughout with the exception of the Balamau-Sandi, Rosa-Sitapur, Gajroula-Chandpur, Hapur-Meerut, Dhakia-Sambhal and Kotdwara branches and a portion of the Allahabad-Jaunpur branch.

*Curves.*—The sharpest curve on the line is of 955 feet radius.

*Gradients.*—The ruling gradient of the railway is 1 in 400, except between Benares and Moghal Sarai, 1 in 300; between Moradabad and Lhaksar, 1 in 200; between Lhaksar and Saharanpur, 1 in 150; and Kotdwara branch, 1 in 100.

**Contracts—**

*Nil.*—The railway is owned and worked by the State.

*Rates and fares.*—Certain maxima and minima have been fixed by the Government, between the limits of which the Railway Administration can vary the rates and fares quoted for goods and coaching traffic.

**Statistics of working (Those for the periods prior to 1882 will be found in Appendix 38 to the Report for 1907.)—**

| | Table I. | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|
| | Includes the Cawnpore-Burhwal (3′ 3½″ gauge) Link, 9 (*d*). | | | | | | | | |
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Gain or loss to the State *pertaining to each year.* | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| 1889 | 692·55 | 9,22,32,226 | 75,39,683 | 42,04,076 | 4·56 | 49,71,898 | −7,67,822 | 209 | 44·24 |
| 1890 | 692·55 | 9,27,89,260 | 73,81,396 | 37,54,478 | 4·05 | 44,23,109 | −6,68,631 | 205 | 49·14 |
| 1891 | 692·55 | 9,28,38,358 | 85,64,209 | 49,42,458 | 5·32 | 47,25,666 | +2,16,792 | 238 | 42·29 |
| 1892 | 692·55 | 9,51,44,770 | 85,42,836 | 50,16,329 | 5·27 | 52,79,411 | −2,63,082 | 237 | 41·28 |
| 1893 | 741·11 | 10,09,17,292 | 87,15,926 | 50,17,053 | 4·97 | 55,01,058 | −4,84,005 | 239 | 42·44 |
| 1894 | 796·64 | 10,28,87,184 | 1,05,18,886 | 57,86,138 | 5·53 | 63,11,201 | −5,75,063 | 262 | 45·47 |
| 1895 | 797·18 | 10,65,05,148 | 1,02,94,880 | 52,55,948 | 4·93 | 64,26,370 | −11,70,422 | 248 | 48·95 |
| 1896 | 830·15 | 10,92,69,485 | 86,97,076 | 43,50,907 | 3·98 | 61,30,729 | −17,79,822 | 209 | 49·97 |
| 1897 | 891·97 | 11,44,19,239 | 85,15,356 | 36,96,778 | 3·23 | 59,77,486 | −22,80,708 | 186 | 56·59 |
| 1898 | 1,030·36 | 11,66,56,000 | 98,51,590 | 53,07,727 | 4·55 | 58,76,247 | −5,68,520 | 190 | 46·12 |
| 1899 | 1,030·36 | 12,23,50,210 | 1,11,38,990 | 60,76,595 | 4·97 | 59,75,292 | +1,01,393 | 208 | 45·45 |
| 1900 | 1,101·56 | 12,57,60,656 | 1,15,15,132 | 55,91,727 | 4·45 | 62,28,185 | −6,36,458 | 209 | 51·44 |
| 1901 | 1,118·94 | 12,89,85,151 | 1,32,54,991 | 72,20,007 | 5·60 | 63,12,044 | +9,07,963 | 231 | 45·53 |
| 1902 | 1,119·24 | 13,66,82,842 | 1,31,65,792 | 64,11,336 | 4·69 | 64,79,103 | −67,767 | 230 | 51·30 |
| 1903 | 1,180·79 | 14,54,28,164 | 1,39,49,922 | 72,81,862 | 4·97 | 63,40,953 | +3,90,909 | 232 | 48·16 |
| 1904 | 1,237·65 | 14,90,63,929 | 1,52,96,206 | 71,53,117 | 4·76 | 70,54,120 | +78,997 | 241 | 53·37 |
| 1905 | 1,244·65 | 15,37,92,910 | 1,53,85,213 | 68,43,667 | 4·12 | 71,68,431 | −8,24,764 | 238 | 58·77 |
| 1906 | 1,292·16 | 15,71,99,731 | 1,64,67,329 | 78,15,731 | 4·97 | 75,66,010 | +2,49,721 | 249 | 52·54 |
| 1907 | 1,302·88 | 16,40,20,116 | 1,81,93,069 | 65,62,413 | 4·00 | 70,99,564 | −5,37,151 | 269 | 63·98 |
| 1908 | 1,302·88 | 17,17,49,978 | 1,61,61,543 | 50,29,153 | 2·93 | 74,73,210 | −24,44,057 | 239 | 66·88 |
| 1909 | 1,310·52 | 17,75,51,571 | 1,61,86,594 | 45,93,282 | 2·58 | 76,42,849 | −30,49,567 | 238 | 72·76 |
| 1910 | 1,402·75 | 18,58,11,981 | 1,83,03,844 | 88,80,532 | 4·78 | 78,24,486 | +10,46,046 | 253 | 51·48 |
| 1911 | 1,513·77 | 19,51,23,398 | 2,03,88,454 | 1,04,68,468 | 5·36 | 80,09,802 | +24,78,666 | 256 | 49·56 |
| 1912 | 1,604·14 | 20,17,91,276 | 2,45,19,400 | 1,39,76,826 | 6·92 | 90,21,621 | +49,55,205 | 294 | 43·00 |
| 1st qr. of 1913 | 1,604·14 | *20,24,29,541 | 61,06,475 | 28,60,729 | 1·41 | 21,64,489 | +6,96,240 | 293 | 53·15 |
| 1913-14† | 1,638·33 | 21,64,74,673 | 2,41,23,950 | 1,23,21,631 | 5·69 | 91,48,838 | +31,72,793 | 283 | 48·92 |

* Excluding the capital outlay on the Cawnpore-Banda railway.
† Includes the Cawnpore-Banda railway.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (d)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM**—*contd.*

## 9 (*b*) Cawnpore-Banda railway (5′ 6″ gauge)—

This line was sanctioned for construction by the State in Secretary of State's telegram of 13th December 1910. When completely opened it will be made over to the Great Indian Peninsula Railway Company for working.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Juhi to Hamirpur Road . . . . . | 21-4-13 | 33·37 | 33·37 | |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Hamirpur Road to Khirada (sanctioned on 13th December 1910) | ... | 43·23 | | |
| Sumerpore to Belatal (sanctioned on 13th December 1910) . | ... | 64·55 | 107·78 | |
| GRAND TOTAL . | ... | ... | ... | 141·15 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 75-lb. flat-footed British standard rails laid on steel trough sleepers.
*Ballast.*—The line is ballasted with sand.
*Fencing.*—The line is fenced throughout.
*Curves.*—The sharpest curve has a radius of 2,292 feet.
*Gradients.*—The ruling gradient is 1 in 150.

**Contract—**

Nil. The line is owned, and the open portion is being worked, by the State.

**Statistics of working—**

| TABLE I. | | | | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of the year. | Total capital outlay, including suspense, to end of the year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Gain or loss to the State *pertaining to the year.* | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| 1913-14 . | 33·37 | 69,34,118 | Included with the Oudh and Rohilkhand railway. | | | | | | |

## 9 (*c*) Hardwar-Dehra railway (5′ 6″ gauge)—

*Date of registration of the Company.*—12th March 1897.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Hardwar to Dehra . . . . . | 1-3-00 | 32·04 | 32·04 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 75-lb. flat-footed I. S. R. steel rails on deodar, hard wood and Australian sleepers.
*Ballast.*—The line is ballasted throughout with stone.
*Fencing.*—The line is fenced throughout.
*Curves.*—There are no curves with a radius of less than 1,000 feet.
*Gradients.*—The ruling gradient is 1 in 75.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (d)}}$ · **OUDH AND ROHILKHAND RAILWAY SYSTEM—*contd.***

**9 (c) Hardwar-Dehra railway (5′ 6″ gauge)—*concld.***

**Agreement and contract—**

Agreement, dated the 6th January 1897, *between the Secretary of State and Messrs. Gillanders, Arbuthnot and Company of Calcutta* (called "the Promoters"), as to the grant of a provisional concession for the construction of the Hardwar-Dehra Branch railway.

Contract, dated the 26th March 1897 (called the scheduled contract), *between the Secretary of State and the Hardwar-Dehra Railway Company*, as to the construction, maintenance and working of the Hardwar-Dehra Branch railway.

**Main provisions of agreement and contract—**

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—The line is the property of the Hardwar-Dehra Branch Railway Company, and was constructed, from funds supplied by the Company, by the Government, who maintain, stock and work it through the agency of the Oudh and Rohilkhand railway.

The Government guarantee interest at 3 per cent per annum on the capital expenditure, and also undertake to allow to the Company, in any year in which it does not receive the minimum dividend of 3 per cent from the earnings of the line, the sum of Rs. 3,600 for such year for or towards management and office expenses.

(iii) *Terms of working.*—For maintenance, provision of rolling-stock and working the Oudh and Rohilkhand Railway Administration retains 50 per cent of the gross earnings of the Branch line.

(iv) *Distribution of profits.*—The surplus profits in each year remaining after repayment to the Government of the amount of the guaranteed interest for the year are to be divided equally between the Government and the Company.

(v) *Rates and fares.*—Certain maxima and minima have been fixed by the Government, between the limits of which the working agency (*viz.*, the Oudh and Rohilkhand railway) can vary the rates and fares quoted for goods and coaching traffic.

(vi) *Special obligations as to the conveyance of:—*

(*a*) Mails, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vii) *Power of the Government to determine contract.*—The Government may determine the contract, on twelve months' notice, either on the 31st December 1919 or on the 31st December in the last year of any subsequent period of ten years, by paying to the Company a sum equal to 25 times the average yearly net earnings of the Company during the last preceding three years, provided that such sum shall not exceed by more than 20 per cent, nor is less than, the total capital expenditure.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—None specified.

**Statistics of working—**

| | Table I. | | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Company's share of surplus profits (based on terms of contract) *attributable to each year.* | Gain or loss to the State *pertaining to each year.* | Remarks. | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | | Rs. | |
| 1900. | 32·04 | 25,67,093 | 1,60,485 | 80,243 | 3·13 | ... | ... | ... | Interest up to 1900 was charged to capital and not earnings of 1900 were credited to capital in reduction of interest charges. | 115 | 50·00 |
| 1901. | 32·04 | 28,12,301 | 2,13,456 | 1,06,728 | 3·80 | 84,220 | 11,254 | +11,254 | | 128 | 50·00 |
| 1902. | 32·04 | 28,36,486 | 2,52,485 | 1,26,242 | 4·45 | 85,048 | 20,597 | +20,597 | | 152 | 50·00 |
| 1903. | 32·04 | 28,44,541 | 2,62,719 | 1,31,360 | 4·62 | 85,260 | 23,050 | +23,050 | | 158 | 50·00 |
| 1904. | 32·04 | 29,12,992 | 2,63,612 | 1,31,806 | 4·52 | 86,777 | 22,515 | +22,514 | | 158 | 50·00 |
| 1905. | 32·04 | 29,20,650 | 3,13,476 | 1,56,738 | 5·37 | 87,590 | 34,574 | +34,574 | | 188 | 50·00 |
| 1906. | 32·04 | 29,24,284 | 3,34,110 | 1,67,055 | 5·71 | 87,688 | 39,683 | +39,684 | | 201 | 50·00 |
| 1907. | 32·04 | 29,27,942 | 3,86,565 | 1,93,283 | 6·60 | 87,822 | 52,730 | +52,731 | | 232 | 50·00 |
| 1908. | 32·04 | 29,44,092 | 3,76,334 | 1,88,167 | 6·39 | 88,185 | 49,991 | +49,991 | | 226 | 50·00 |
| 1909 | 32·04 | 29,65,357 | 3,65,054 | 1,81,312 | 6·21 | 88,734 | 47,789 | +47,789 | | 221 | 50·00 |
| 1910. | 32·04 | 29,85,633 | 4,04,443 | 2,02,221 | 6·77 | 89,548 | 56,337 | +56,336 | | 243 | 50·00 |
| 1911. | 32·04 | 30,10,716 | 4,31,161 | 2,15,581 | 7·16 | 90,017 | 62,782 | +62,782 | | 259 | 50·00 |
| 1912. | 32·04 | 30,18,164 | 4,40,299 | 2,20,149 | 7·29 | 90,541 | 64,804 | +64,804 | | 264 | 50·00 |
| 1st qr. of 1913. | 32·04 | 30,18,790 | 1,21,302 | 60,651 | 2·01 | 22,641 | 19,005 | +19,005 | | 291 | 50·00 |
| 1913-14. | 32·04 | 30,22,601 | 4,85,346 | 2,42,673 | 8·03 | 90,621 | 76,026 | +76,026 | | 291 | 50·00 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 9}}{\text{Sub-heads (a) to (d)}}$. **OUDH AND ROHILKHAND RAILWAY SYSTEM—*concld.***

**9 (*d*) Cawnpore-Burhwal (3′ 3⅜″ gauge) link—**

The construction of the Cawnpore-Burhwal (3′ 3⅜″ gauge) link was sanctioned as a part of the project for linking up the 3′ 3⅜″ gauge systems of Northern India.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Remarks. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Burhwal to Daliganj | 24-11-96 | *34·37 | | *Including the length Burhwal to Bara Banki, 16·79 miles, laid on a mixed (5′ 6″ and 3′ 3⅜″) gauge. |
| Aishbagh to Cawnpore | 25-4-97 | 45·03 | | |
| Total | ... | ... | 79·60 | |

**Details of construction—**

*Permanent-way.*—Where the line is not mixed gauge it is laid with new 50-lb. steel rails on sâl and deodar sleepers.

*Ballast.*—The line is ballasted throughout with kunkur, stone or shingle.

*Fencing.*—The line is fenced throughout.

*Curves.*—The sharpest curve has a radius of 573 feet.

*Gradients.*—The ruling gradient is 1 in 400.

**Contract—**

The line is owned by the State. The Bengal and North-Western Railway Company exercises running powers over it under an agreement with the Oudh and Rohilkhand railway, dated the 21st February 1902, which provides that the Company will haul its trains and traffic over the link and pay to the Oudh and Rohilkhand railway 80 per cent, which has, with effect from the 1st July 1905, in pursuance of Railway Board's letter No. R. T. 178, dated the 30th June 1905, been reduced to 75 per cent of the gross receipts arising therefrom.

**Statistics of working—**

Included with the Oudh and Rohilkhand railway [9 (*a*)].

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

**Number** $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$. **SOUTH INDIAN RAILWAY SYSTEM—**

*Chairman.*—Sir Henry Kimber, Bart., M.P.
*Managing Director.*—N. G. Priestley, Esq.
*Offices.*—91, York Street, Westminster, S.W.
*Date of registration of the Company.*—1890.

The lines formerly owned and worked by the late Great Southern of India and the Carnatic Railway Companies were amalgamated on the 1st July 1874, under the title of the South Indian railway which on the 1st January 1891 was purchased by the State and handed over, together with the Villupuram-Guntakal State railway, for working as one undertaking, to a new company—the existing South Indian Railway Company.

With effect from the 1st January 1908 the Jalarpet-Mangalore section of the former Madras railway including the Tirupattur-Krishnagiri, Morappur-Dharmapuri and the Nilgiri railways was incorporated in the undertaking of the South Indian Railway Company, who, from the same date, relinquished and made over to the amalgamated Madras and Southern Mahratta Railway Company the 3′ 3½″ gauge lines from Katpadi to Dharmavaram and from Pakala to Gudur, and obtained running powers over the Madras-Bangalore section of the Madras and Southern Mahratta railway. The Shoranur-Cochin Native State line was, on the same date, also transferred from the former Madras Railway Company to the South Indian Railway Company for working.

**Lines comprised in the system.**—The South Indian railway system is made up of—

| | Open line. | Under construction or sanctioned for construction. | Total. |
|---|---|---|---|
| | Miles. | Miles. | Miles. |
| (*a*) South Indian railway (5′ 6″ gauge) | 445·94 | ... | 445·94 |
| (*b*) South Indian railway (3′ 3½″ gauge) | 879·92 | 1·57 | 881·49 |
| (*c*) Nilgiri railway (3′ 3½″ gauge) | 28·96 | ... | 28·96 |
| (*d*) Peralam-Karaikkal railway (3′ 3½″ gauge) | 14·65 | ... | 14·65 |
| (*e*) Pondicherry railway (3′ 3½″ gauge) | 7·85 | ... | 7·85 |
| (*f*) Shoranur-Cochin railway (3′ 3½″ gauge) | 64·75 | ... | 64·75 |
| (*g*) Tanjore District Board railway (3′ 3½″ gauge) | 103·36 | 28·58 | 131·94 |
| (*h*) Tinnevelly-Quilon (Travancore) railway (British section) (3′ 3½″ gauge) | 50·41 | ... | 50·41 |
| (*i*) Tinnevelly-Quilon (Travancore) railway (Native State section) (3′ 3½″ gauge) | 58·05 | 39·15 | 97·20 |
| (*j*) Morappur-Dharmapuri railway (2′ 6″ gauge) | 73·40 | ... | 73·40 |
| (*k*) Tirupattur-Krishnagiri railway (2′ 6″ gauge) | 25·38 | ... | 25·38 |
| (*l*) Podanur Pollachi railway (3′ 3½″ gauge) | ... | 25·04 | 25·04 |
| Total | 1,752·67 | 94·34 | 1,847·01 |

**Running powers—**
*Home line over foreign line.—*
Madras to Bangalore, Madras and Southern Mahratta railway, for passenger and goods trains . . 219·00

**10 (*a*) South Indian railway** (5′ 6″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| West outer signal at Jalarpet to Tirupattur | 23-5-60 | 4·65 | | |
| Tirupattur to Salem | 1-2-61 | 69·98 | | |
| Salem to Sankaridrug | 1-12-61 | 23·68 | | |
| Sankaridrug to Podanur | 12-5-62 | 71·18 | | |
| Podanur to Pattambi | 14-4-62 | 64·96 | | |
| Pattambi to Kuttippuram | 23-9-61 | 11·50 | | |
| Kuttippuram to Tirur | 1-5-61 | 9·39 | | |
| Tirur to Kadalundi | 12-3-61 | 16·31 | | |
| Kadalundi to Calicut | 2-1-88 | 9·25 | | |
| Calicut to Badagara | 1-10-01 | 28·95 | | |
| Badagara to Tellicherry | 1-5-02 | 13·50 | | |
| Tellicherry to Cannanore | 20-5-03 | 13·00 | | |
| Cannanore to Ashikal | 15-3-04 | 4·10 | | |
| Ashikal to Hosdrug | 21-8-06 | 24·52 | | |
| Hosdrug to Kasaragod | 1-10-06 | 14·22 | | |
| Kasaragod to Kumbla | 17-11-06 | 7·62 | | |
| Kumbla to Mangalore | 3-7-07 | 20·91 | 417·72 | |
| *Nilgiri branch—* | | | | |
| Podanur to Coimbatore | 1-2-73 | 3·78 | | |
| Coimbatore to Mettupalaiyam | 31-8-73 | 21·97 | 25·75 | |
| *Palghat branch—* | | | | |
| Olavakkot to Palghat | 2-1-88 | 2·47 | 2·47 | |
| Total | ... | ... | ... | 445·94 |

**Details of construction—**
*Permanent-way.*—The rails are 75-lb. and 80-lb. bull-headed, 75-lb. double-headed and 75-lb. and 60-lb. flat-footed steel and 75-lb. double-headed iron. The sleepers are cast iron pots, pynkado, sâl and jarrah wood.
*Ballast.*—The line is ballasted with stone and sand, chiefly the former.
*Fencing.*—The line is fenced throughout.
*Curves.*—The sharpest curve is of 700 feet radius.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

## Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (l)}$. SOUTH INDIAN RAILWAY SYSTEM—*contd.*

### 10 (*a*) South Indian railway (5′ 6″ gauge)—*concld.*

**Details of construction**—*concld.*

*Gradients.*—The ruling gradient of the greater part of the line is about 1 in 100, except on Mallapuram Ghat where it is 1 in 74 with a 1 in 70 banking; on the Walayar Ghat where it is 1 in 66 with a 1 in 62 banking; on the Azhikal-Mangalore section where it is 1 in 90; and on the Podanur-Mettupalaiyam section where it is 1 in 80.

**Contract**—

Up to and including the 31st December 1907 the line formed an integral part of the former Madras railway. With effect from the 1st January 1908 it was, in terms of the contract of the 2nd March 1909, between the Secretary of State and the South Indian Railway Company, made over to the Company to be worked and maintained as an integral part of the undertaking referred to in the principal contract of the 24th November 1890, the main provisions of which are noted under 10 (*b*), South Indian railway, 3′ 3⅜″ gauge.

**Statistics of working**—

| Table I. | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1908 | 445·94 | 6,42,27,971 | 57,25,148 | 25,25,084 | 3·93 | 247 | 55·90 |
| 1909 | 445·94 | 6,43,58,255 | 62,30,385 | 28,18,753 | 4·38 | 269 | 54·76 |
| 1910 | 445·94 | 6,61,74,084 | 63,39,154 | 24,95,532 | 3·77 | 273 | 60·63 |
| 1911 | 445·94 | 6,57,73,175 | 69,66,156 | 38,13,140 | 5·80 | 300 | 45·26 |
| 1912 | 445·94 | 6,68,13,600 | 74,16,071 | 35,22,023 | 5·27 | 320 | 52·51 |
| 1st qr. of 1913. | 445·94 | 6,72,88,570 | 18,84,615 | 5,32,409 | 0·79 | 325 | 71·75 |
| 1913-14 | 445·94 | 7,01,73,755 | 79,54,816 | 29,91,752 | 4·26 | 343 | 62·39 |

### 10 (*b*) South Indian railway (3′ 3⅜″ gauge)—

**Progress in opening**—

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| MADRAS-TUTICORIN SECTION— | | | | |
| *Main line*— | | | | |
| Madras Beach Junction to Madras Beach | 15-1-00 | 0·11 | | |
| Madras Beach old to Park | 1-1-79 | 1·82 | | |
| Madras (Park) to Tindivanam | 1-3-76 | 76·05 | | |
| Tindivanam to Cuddalore (Old town) | 1-1-77 | 52·01 | | |
| Cuddalore (Old town) to Porto Novo | 1-7-77 | 17·15 | | |
| Porto Novo to Chidambaram | 1-10-78 | 6·78 | | |
| Chidambaram to Coleroon | 1-7-79 | 4·57 | | |
| Coleroon to Shiyali | 1-1-78 | 6·06 | | |
| Shiyali to Mayavaram | 1-7-77 | 12·24 | | |
| Mayavaram to Tanjore | 15-2-77 | 43·76 | | |
| Tanjore to Trichinopoly Junction | 11-3-62 | 31·14 | | |
| Trichinopoly Junction to Madura | 1-9-75 | 96·04 | | |
| Madura to Tuticorin | 1-1-76 | 98·71 | | |
| Tuticorin to Foreshore | 7-8-99 | 0·41 | | |
| | | | 446·30 | |
| *Branches*— | | | | |
| *Arkonam branch*— | | | | |
| Chingleput to Walajabad | 1-8-80 | 13·66 | | |
| Walajabad to Conjeeveram | 1-1-81 | 7·94 | | |
| Conjeeveram to Arkonam | 8-5-65 | 17·65 | | |
| | | | 39·25 | |
| *Pondicherry branch*— | | | | |
| Villupuram to the Gingee river, inclusive of the bridge over the river | 15-12-79 | 16·47 | | |
| | | | 16·47 | |
| NAGORE BRANCH— | | | | |
| Tanjore to Tiruvallur | 2-12-61 | 33·33 | | |
| Tiruvallur to Nagapatam | 15-7-61 | 14·33 | | |
| Nagapatam to Nagore | 1-12-99 | 4·67 | | |
| | | | 52·33 | |
| Carried over | ... | ... | 555·35 | |

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$ · **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

**10 (*b*) South Indian railway (3′ 3⅜″ gauge)—*contd.***

**Progress in opening—*concld.***

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Brought forward | ... | ... | 555·35 | |
| *Pulliarpati Quarry branch*— | | | | |
| Tanjore to Pulliarpati quarry buffer end | 1-7-98 | 4·57 | 4·57 | |
| *Erode branch*— | | | | |
| Trichinopoly Junction to Fort | 11-3-62 | 2·52 | | |
| Trichinopoly Fort to Karur | 3-12-66 | 44·65 | | |
| Karur to Kodumudi | 1-7-67 | 16·71 | | |
| Kodumudi to Erode | 1-1-68 | 23·53 | 87·41 | |
| *Pamban branch*— | | | | |
| Madura to Mandapam | 1-8-02 | 89·50 | | |
| Mandapam to Pamban | 1-1-14 | 3·12 | | |
| Pamban to Rameswaram | 1-9-06 | 6·95 | | |
| Rameswaram to Dhanushkodi | 10-12-08 | 11·30 | 110·87 | |
| *Tinnevelly branch*— | | | | |
| Maniyachi to Tinnevelly | 1-1-76 | 18·00 | 18·00 | |
| *Wharf branch*— | | | | |
| Cuddalore (Old town) to Wharf | 7-8-99 | 1·54 | 1·54 | |
| *Capper Quarry branch*— | | | | |
| Junction with main line to Capper Quarry | 15-4-00 | 0 86 | 0·86 | |
| *Salt branch*— | | | | |
| Tuticorin to buffer end of Livingepuram | 12-11-99 | 2·39 | 2·39 | |
| VILLUPURAM-KATPADI SECTION— | | | | |
| *Main line*— | | | | |
| Villupuram to Tiruvannamalai | 17-11-90 | 41·80 | | |
| Tiruvannamalai to Katpadi | 18-3-91 | 57·13 | 98·93 | |
| TOTAL OPEN MILEAGE | ... | ... | ... | 879·92 |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Dhanushkodi jetty to Dhanushkodi point (sanctioned on 14th December 1910). | ... | 1·57 | 1·57 | 1·57 |
| GRAND TOTAL | ... | ... | ... | 881·49 |

**Details of construction—**

*Permanent-way.*—The rails in use are 50-lb. and 52-lb. bull-headed steel, 56-lb. and 41¼-lb. flat-footed steel, 40·3-lb. flat-footed and 68-lb. double-headed iron. The sleepers are cast iron pot, steel transverse, and sâl, pynkado, west coast teak, jarrah and irul wood.

*Ballast.*—The line is ballasted throughout, partly with broken stone and partly with laterite and gravel interspersed.

*Fencing.*—The line is fenced, with the exception of the Villupuram-Katpadi, Madura-Mandapam and Pamban-Dhanushkodi sections which are fenced only at stations.

*Curves.*—The sharpest curve is of 500 feet radius.

*Gradients.*—The ruling gradient is 1 in 200, except on the length between Madras Beach and Fort and on the Villupuram-Katpadi, Trichinopoly-Madura and Karur-Erode sections where it is 1 in 100.

**Contracts—**

Dated the 24th November 1890 (called the principal contract), *between the Secretary of State and the South Indian Railway Company*, for maintaining and working from the 1st January 1891, the railways which on the 31st December 1890 formed the undertaking of the former Company and completing and working the Villupuram-Guntakal railway.

Dated the 27th June 1901 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, relating to the construction and working of Pamban and Travancore branches.

Dated the 8th April 1908 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 2nd March 1909 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, providing for the relinquishment from 1st January 1908 of the section of the Company's line north of Katpadi and the transfer to the Company from the same date of the Jalarpet-Mangalore section of the former Madras railway.

Dated the 26th October 1909 (supplemental to the principal contract), *between the Secretary of State and the South Indian Railway Company*, for the construction and working as an integral part of the undertaking of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

**10 (*b*) South Indian railway** (3′ 3⅜″ gauge)—*contd.*

**Contracts**—*concld.*

Dated the 21st December 1910, *between the Secretary of State and the South Indian Railway Company*, supplemental to and continuing with further modifications, with effect from 1st January 1911, the principal contract of the 24th November 1890 as modified by previous supplemental contracts.

**Main provisions of contracts**—

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—Guarantee of 3½ per cent in sterling on the Company's share capital of £1,000,000, and on any paid up stock or share (other than preference) capital thereafter issued by the Company with the sanction of the Government (not including premia paid thereon).

(iii) *Distribution of profits.*—Under section 60 of the principal contract of the 24th November 1890 as amended by section 25 of the supplemental contract of the 21st December 1910, the net revenue receipts of each half-year are applied, in the following manner and order :—

In payment to Government—

(*a*) of interest at the rate of 3½ per cent per annum for such half-year, paid by Government under section 41 of the principal contract, *i.e.*, under (ii) above;

(*b*) of the amount paid by Government in respect of interest for such half-year, upon the sum of £425,000 irredeemable debenture stock of the former Company; upon the debentures for £375,000 and £73,000 respectively issued for the purposes of the Pamban Branch; and upon any debenture stock or debentures or preference stock or shares issued by the Company after the 31st December 1910;

(*c*) of interest for such half-year at the rate of 3½ per cent per annum on the amount of the Government capital as shown in the Government capital account for the division of such receipts;

and

(*d*) the residue, if any, is divisible between Government and the Company in the ratio of the average amounts, calculated as prescribed, of the capital contributed by the Government and the Company, the Government capital being the amount shown in the Government Capital Account for division of net revenue receipts and the Company's capital the amounts of its stock and share capital (other than preference capital) paid up or credited as paid up, excluding any premia received, subject to the proviso that if the amount of the Company's share so arrived at should in the combined halves of any of the years 1911, 1912 and 1913 be less than interest for such year at the rate of 10 shillings per cent on its capital, the Government shall make up the deficiency.

(iv) *Rates and fares.*—The Government will from time to time authorise maxima and minima rates, and prescribe the several classes and descriptions of passengers and goods to which such rates shall be respectively applicable, as well as the extent to which, within the authorised maxima and minima, the Company may vary the said rates.

The Company have power to quote through rates and fares for both goods and passengers from the Jalarpet-Mangalore section to the Madras-Bangalore section of the Madras and Southern Mahratta railway system (but not in the reverse direction), divisible between the two companies in mileage proportion without deduction of terminals or other special charges, except for traffic to and from the Nilgiri line the mileage over which is reckoned at twice its actual mileage in the division of such rates. No rate or fare to Madras so quoted should, without the prior sanction of the Government, be higher than that which, for the same class or description of traffic, was in force on the 1st January 1910.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as on State railways of the same gauge.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates to be approved by Government.

(vi) *Services for any Department of the Travancore Durbar.*—On such portion of the Travancore Branch as runs through the Native State of Travancore, to be performed on the same general conditions as on other 3′ 3⅜″ gauge State railways and at rates approved by the Government.

(vii) *Power of the Government to determine contract.*—The railway and all its appurtenances are absolutely the property of Government, who may terminate the contract on the 31st December 1945, or at the end of any succeeding fifth year, by giving to the Company in England not less than 12 calendar months' previous notice; also at any time on 6 months' notice should the Company fail to observe its obligations or the undertaking be worked at a loss for not less than three half-years continuously.

On the expiration or determination of the contract the Government are to take possession of the railway and all its appliances, etc., repaying the Company at par its capital of £1,000,000 and any further capital raised by it and paid to Government but excluding any premia paid thereon, and receiving from the Company any unexpended balance of the capital advanced by Government for the purposes of the undertaking as well as for the Travancore Branch.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (i)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

**10 (*b*) South Indian railway (3′ 3½″ gauge)**—*concld.*

**Main provisions of contracts**—*concld.*

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—55 years, *i.e.*, from 1st January 1891 to 31st December 1945, subject to (vii).

**Statistics of working (Those for the periods prior to 1891 will be found in Appendix 38 to the Report for 1907.)**—

TABLE I. TABLE II.

Includes the South Indian (5′ 6″ gauge), Nilgiri, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways from 1908

| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Company's share of surplus profits (based on terms of contract) *attributable to each year.* | Gain or loss to the State *pertaining to each year.* | Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | |
| 1891 | 990·76 | 7,72,17,806 | 70,36,756 | 24,29,625 | 3·15 | 35,89,736 | 70,901 | −12,31,012 | 154 | 65·47 |
| 1892 | 1,105·19 | 7,82,83,761 | 77,14,996 | 28,53,591 | 3·65 | 39,51,093 | 76,586 | −11,74,088 | 137 | 63·01 |
| 1893 | 1,041·51 | 7,63,31,043 | 80,92,415 | 31,15,918 | 4·08 | 38,58,152 | 1,41,676 | −8,83,910 | 149 | 61·50 |
| 1894 | 1,041·51 | 7,64,13,362 | 80,46,559 | 32,33,865 | 4·30 | 43,81,812 | 1,55,059 | −11,53,006 | 148 | 59·19 |
| 1895 | 1,041·59 | 7,68,38,604 | 89,14,947 | 38,26,987 | 5·07 | 42,77,578 | 2,60,599 | −6,41,190 | 165 | 56·29 |
| 1896 | 1,041·59 | 7,67,63,325 | 89,45,581 | 40,27,489 | 5·25 | 40,60,677 | 2,86,156 | −3,19,344 | 165 | 54·98 |
| 1897 | 1,041·59 | 7,66,46,858 | 91,81,409 | 42,96,757 | 5·61 | 38,76,142 | 3,37,792 | + 82,823 | 170 | 53·20 |
| 1898 | 1,017·88 | 7,45,21,878 | 84,67,581 | 38,35,527 | 5·15 | 37,49,521 | 2,66,184 | −1,80,178 | 157 | 54·70 |
| 1899 | 1,030·53 | 7,53,12,929 | 84,74,461 | 39,83,540 | 5·29 | 36,38,393 | 3,01,776 | + 43,371 | 159 | 52·99 |
| 1900 | 1,033·63 | 7,62,95,528 | 89,04,825 | 43,97,916 | 5·76 | 36,62,994 | 3,68,699 | +3,66,223 | 166 | 50·61 |
| 1901 | 1,033·63 | 8,04,49,712 | 1,01,44,657 | 54,15,176 | 6·73 | 37,23,736 | 5,43,890 | +11,47,550 | 188 | 46·62 |
| 1902 | 1,123·13 | 8,18,32,571 | 1,05,51,072 | 56,87,510 | 6·95 | 38,18,209 | 5,35,246 | +13,34,055 | 189 | 46·10 |
| 1903 | 1,123·13 | 8,31,40,603 | 1,22,14,138 | 72,76,216 | 8·75 | 39,06,079 | 7,89,547 | +25,80,590 | 209 | 40·43 |
| 1904 | 1,123·13 | 8,45,16,652 | 1,25,12,321 | 69,62,790 | 8·24 | 40,55,602 | 7,16,725 | +21,90,463 | 214 | 44·35 |
| 1905 | 1,123·05 | 8,62,95,191 | 1,29,34,476 | 65,77,330 | 7·62 | 40,05,713 | 6,30,603 | +19,41,014 | 221 | 49·15 |
| 1906 | 1,130·00 | 8,91,97,605 | 1,32,75,295 | 58,93,976 | 6·61 | 40,92,723 | 4,94,281 | +13,05,973 | 227 | 55·61 |
| 1907 | 1,129·85 | 9,06,35,468 | 1,41,19,421 | 71,69,813 | 7·91 | 38,76,608 | 6,71,818 | +26,21,387 | 249 | 49·22 |
| 1908 | 1,395·61 | 15,07,19,882 | 2,04,61,326 | 94,20,016 | 6·25 | 46,89,556 | 6,98,660 | +40,31,690 | 262 | 53·96 |
| 1909 | 1,395·61 | 15,57,78,715 | 2,17,41,647 | 1,01,90,046 | 6·54 | 49,53,436 | 7,44,562 | +44,23,048 | 300 | 53·13 |
| 1910 | 1,395·61 | 16,08,95,627 | 2,24,59,591 | 1,02,34,257 | 6·36 | 51,05,988 | 7,13,317 | +44,14,952 | 309 | 54·43 |
| 1911 | 1,395·61 | 16,28,91,154 | 2,49,91,786 | 1,24,16,673 | 7·62 | 52,77,315 | 3,20,622 | + 68,18,736 | 344 | 50·32 |
| 1912 | 1,395·61 | 17,03,55,986 | 2,70,84,141 | 1,31,63,987 | 7·73 | 54,89,120 | 3,58,165 | + 73,16,702 | 373 | 51·39 |
| 1st qr. of 1913. | 1,395·61 | 17,32,28,471 | 68,27,737 | 27,15,071 | 1·49 | 14,07,085 | 45,705 | + 12,62,281 | 376 | 59·85 |
| 1913-14. | 1,483·60 | 18,26,41,473 | 2,80,70,002 | 1,17,27,795 | 6·42 | 78,71,656 | 2,24,894 | + 36,31,745 | 373 | 58·23 |

NOTE.—The percentage of net earnings is calculated on the total actual capital outlay and not on the assumed capital outlay on the basis of which the surplus profits are divided.

**10 (*c*) Nilgiri railway (3′ 3½″ gauge)**—

The original Nilgiri Railway Company was registered on the 30th September 1885 with a nominal capital of Rs. 25,00,000, and a contract was executed between the Secretary of State and that Company on the 26th February 1886. The original Company went into liquidation in April 1894, and a new Company was formed in February 1896 to purchase the line from the former Company and supply the capital required to complete it and to construct the proposed extension to Ootacamund. The line from Mettupalaiyam to Coonoor was completed by the new Company and opened for traffic on the 15th June 1899. On the offer of the new Company to sell the line it was purchased by the Government for £235,000 on the 1st January 1908. The extension to Ootacamund was constructed by the Government.

**Progress in opening**—

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Mettupalaiyam to Coonoor | 15-6-99 | 16·99 | |
| Coonoor to Fernhill | 15-9-08 | 10·86 | |
| Fernhill to Ootacamund | 15-10-08 | 1·11 | |
| Total | ... | ... | 28·96 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

### 10 (*c*) Nilgiri railway (3′ 3⅜″ gauge)—*concld.*

**Details of construction—**

*Permanent-way.*—The permanent-way consists of flat-footed steel rails, 50 lbs. to the yard, laid on pyakado sleepers. Between Kallar and Coonoor (12 miles) there is also a central rack rail.

*Ballast.*—Rack section is ballasted with clean broken granite and the Adhesion section with hard gneiss.

*Fencing.*—The line is unfenced throughout.

*Curves.*—The sharpest curve is of 318 feet radius.

*Gradients.*—The ruling gradient is 1 in 12·5 on the Rack section and 1 in 25 on the Adhesion section.

**Contract—**

The railway was worked by the former Madras Railway Company up to the 31st December 1907 on behalf of the Government. With effect from 1st January 1908 it was made over to the South Indian Railway Company as a part of the Jalarpet-Mangalore section for working as an integral part of their undertaking in terms of the contract of 2nd March 1909 between the Secretary of State and the Company, with the condition that the South Indian Railway Company are not to pay interest on the capital cost of the Coonoor-Ootacamund railway incurred either before or after 1st January 1908.

**Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—**

| | TABLE I. | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1908 | 28·96 | 67,32,022 | 3,36,030 | 42,991 | 0·63 | 223 | 87·21 |
| 1909 | 28·96 | 70,38,241 | 4,06,791 | 53,657 | 0·76 | 271 | 86·87 |
| 1910 | 28·96 | 75,94,023 | 4,57,097 | 72,441 | 0·95 | 304 | 84·15 |
| 1911 | 28·96 | 77,29,506 | 4,94,851 | 1,24,632 | 1·61 | 329 | 74·81 |
| 1912 | 28·96 | 78,32,495 | 5,21,687 | 1,16,443 | 1·49 | 346 | 77·68 |
| 1st qr. of 1913. | 28·96 | 78,84,535 | 1,25,479 | 25,923 | 0·33 | 333 | 79·33 |
| 1913-14 | 28·96 | 81,18,956 | 5,33,969 | 98,376 | 1·21 | 357 | 81·75 |

### 10 (*d*) Peralam-Karaikkal railway (3′ 3⅜″ gauge)—

The line is partly in British and partly in French territory and was constructed (by the agency of the South Indian Railway Company) with the object of placing the town and port of Karaikkal in communication with the railway system of Southern India.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Peralam to Karaikkal . . . . . | 14-3-98 | 14·65 | 14·65 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 41¼-lb. flat-footed steel rails laid on wooden and steel transverse sleepers.

*Ballast.*—The line is ballasted with laterite.

*Fencing.*—The line is fenced only at stations.

*Curves.*—There are no curves with a radius of less than 1,000 feet.

*Gradients.*—The ruling gradient is 1 in 200.

**Contract—**

Dated the 27th March 1902, *between the Government of the French Settlements in India and the South Indian Railway Company*, for the working of the Peralam-Karaikkal railway.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (i)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

**10 (*d*) Peralam-Karaikkal railway** (3' 3⅜" gauge)—*concld.*

**Main provisions of contract—**

(i) *Land.*—In French territory provided by the Colonial (French) Government free of cost but subject to a land tax as for private property : in British territory by the British Government free of cost on condition that the proprietary rights remain vested in the British Government.

(ii) *Government aid.*—The railway was constructed at cost price by the South Indian Railway Company at the request and on behalf of the Colonial (French) Government, and is worked and maintained by the Company who provide the rolling-stock required for the traffic of the Peralam-Karaikkal railway.

(iii) *Terms of working.*— } Direction, maintenance and working expenses, excluding the cost of repairing damages due to any extraordinary casualty and new minor works not costing more than Rs. 1,000 on the system, are calculated at the same proportion of the gross receipts of the Peralam-Karaikkal railway as obtains half-yearly on the Company's system, including worked lines, as a whole, *plus* the cost of repairing damages due to any extraordinary casualty and of New Minor Works on the branch, 5 per cent of the gross receipts of the Branch for the use of the Company's rolling-stock and 5 per cent per annum for interest on Rs. 30,000 which is taken as representing the Branch line's share of the Company's outlay on revenue and other stores and workshop buildings and machinery.

(iv) *Distribution of profits.*— }

From the "net earnings" so arrived at are deducted such sums as according to the rules of the Company's Provident Institution are payable thereto ; the balance, being the "net receipts", are paid every half-year to the Colonial (French) Government :

Provided always that if, at any time, the working of the Peralam-Karaikkal railway involves an actual loss to the Company, the Colonial (French) Government shall make good such loss.

(v) *Rates and fares.*—To be agreed to between the Company and the Colonial (French) Government, but should not be less than the minima actually in force on the Company's undertaking.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.— }
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vii) *Power of Colonial (French) Government to determine contract.*— } Determinable by either party
(viii) *Power of the Company to determine contract.*— } on giving to the other 12 months' previous notice expiring on the 30th June or 31st December in any year.

(ix) *Term of contract, if not determined under* (vii) *or* (viii).—Not specified.

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 14·65 | 7,23,786 | 36,945 | —29,432 | ... | 48 | 179·66 |
| 1905 | 14·65 | 7,23,786 | 36,922 | 4,406 | 0·61 | 48 | 88·07 |
| 1906 | 14·65 | 7,23,786 | 39,035 | —4,420 | ... | 51 | 111·32 |
| 1907 | 14·65 | 7,23,786 | 41,108 | 9,408 | 1·30 | 54 | 77·11 |
| 1908 | 14·65 | 7,23,786 | 43,948 | 14,361 | 1·98 | 58 | 67·33 |
| 1909 | 14·65 | 7,23,786 | 46,125 | 13,590 | 1·88 | 61 | 70·54 |
| 1910 | 14·65 | 7,23,786 | 44,070 | —517 | ... | 58 | 101·75 |
| 1911 | 14·65 | 7,23,786 | 51,162 | 17,519 | 2·42 | 67 | 65·76 |
| 1912 | 14·65 | 7,23,786 | 61,431 | 19,716 | 2·72 | 81 | 67·91 |
| 1st qr. of 1913. | 14·65 | 7,23,786 | 13,500 | —704 | ... | 71 | 105·21 |
| 1913-14. | 14·65 | 7,23,786 | 63,913 | 21,393 | 2·96 | 83 | 66·52 |

**10 (*e*) Pondicherry railway** (3' 3⅜" gauge)—

The line is in French territory and was constructed (by the Pondicherry Railway Company under the supervision of the South Indian Railway Company) with the object of placing the town and port of Pondicherry in communication with the railway system of Southern India and of developing the resources of the territory.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| East bank of the Gingee river to Pondicherry . . . . . | 15-12-79 | 7·85 | 7·85 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

**10 (*e*) Pondicherry railway (3′ 3⅜″ gauge)—*concld.***

**Details of construction—**

*Permanent-way.*—The line is laid principally with 41½-lb. flat-footed steel rails on wooden sleepers.

*Ballast.*—The line is ballasted with stone.

*Fencing.*—The line is fenced.

*Curves.*—The sharpest curve is of 495 feet radius.

*Gradients.*—The ruling gradient is 1 in 200.

**Agreement—**

Agreement, dated the 30th December 1890, *between the South Indian Railway Company and the Pondicherry Railway Company*, for maintenance and working.

Despatch from the Secretary of State, No. 19 Ry., dated the 17th March 1895, intimating the renewal of the agreement by the parties thereto.

**Main provisions of agreement—**

(i) *Land.*—Not specified.

(ii) *Government aid.*—The railway (which was constructed by the Pondicherry Railway Company) is maintained, worked and provided with rolling-stock by the South Indian Railway Company as an integral part of their undertaking—except only as to such works required for the accommodation and extension of traffic on the Pondicherry line which the Pondicherry Railway Company would have had to construct had they been themselves working their own line, which the latter undertake to make at their own cost to the satisfaction of the South Indian Railway Company.

(iii) *Terms of working.*— } Maintenance and working expenses are charged for at the same percent-
(iv) *Distribution of profits.*— } age of the gross receipts of the Pondicherry railway as obtains on the South Indian Railway Company's undertaking including the Pondicherry line—duty, if any, payable to the Colonial (French) Government and direction and office expenses in England being excluded from the calculation. The balance is payable half-yearly to the Pondicherry Railway Company.

(v) *Rates and fares.*— }
(vi) *Special obligations as to the conveyance of.*— }
(*a*) Mails, troops, police, high Government officials, and Government stores.— } To correspond with those for the time being in force on the South Indian Railway Company's undertaking.
(*b*) Government bullion and coin, and the persons in charge thereof.— }

(vii) *Power of the Government to determine agreement.*—The agreement terminates upon the determination by Government of the South Indian Railway Company's principal contract with the Secretary of State, dated the 24th November 1890, *vide* (vii) under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

(viii) *Power of the South Indian Railway Company to determine agreement.*— } The agreement is termin-
(ix) *Power of the Pondicherry Railway Company to determine agreement.*— } able by either party on 6 months' notice given expiring on the 31st December in any year, subject to (vii).

(x) *Term of agreement.*—The agreement was originally for a term of 3 years, but it has since been renewed subject only to (vii), (viii) and (ix).

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| Year. | Table I. Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Table II. Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 7·85 | 5,68,543 | 90,119 | 33,662 | 5·92 | 147 | 44·01 |
| 1905 | 7·85 | 5,68,543 | 58,414 | 29,837 | 5·25 | 143 | 48·94 |
| 1906 | 7·85 | 5,68,543 | 55,026 | 24,536 | 4·32 | 135 | 55·41 |
| 1907 | 7·85 | 5,68,543 | 66,210 | 33,966 | 5·97 | 162 | 48·70 |
| 1908 | 7·85 | 5,68,543 | 77,018 | 35,830 | 6·31 | 189 | 53·41 |
| 1909 | 7·85 | 5,68,543 | 86,073 | 39,163 | 6·89 | 211 | 54·50 |
| 1910 | 7·85 | 5,68,543 | 97,447 | 43,611 | 7·67 | 239 | 55·25 |
| 1911 | 7·85 | 5,68,543 | 1,09,623 | 54,038 | 9·50 | 269 | 50·71 |
| 1912 | 7·85 | 5,68,543 | 1,46,367 | 70,932 | 10·93 | 359 | 51·54 |
| 1st qr. of 1913 | 7·85 | 5,68,543 | 22,699 | 23,382 | 4·92 | 712 | 60·96 |
| 1913-14. | 7·85 | 5,68,543 | 1,56,981 | 63,016 | 11·08 | 385 | 59·86 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (i)}$ **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

**10 (*f*) Shoranur-Cochin railway** (3′ 3⅜″ gauge)—

The Shoranur-Cochin railway is the property of the Cochin Durbar and was worked by the former Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908, it was made over to the South Indian Railway Company to be maintained and worked as part of its undertaking.

**Progress in opening**—

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Shoranur to Ernakulam . . . . . | 16-7-02 | 64·75 | 64·75 |

**Details of construction**—

*Permanent-way.*—The permanent-way consists of 41½-lb. flat-footed steel rails on wooden sleepers.

*Ballast.*—The line is ballasted throughout with stone and sand, chiefly the former.

*Fencing.*—The line is fenced in the vicinity of towns, stations and level crossings.

*Curves.*—The sharpest curve is of 818·57 feet radius.

*Gradients.*—The ruling gradient is 1 in 80.

**Agreement**—

Dated the 1st January 1908, *between His Highness the Raja of Cochin and the South Indian Railway Company*, for maintenance and working.

**Main provisions of agreement**—

(i) *Land.*—Provided by the Cochin Durbar free of cost.

(ii) *Government aid.*—The railway (which is the property of the Cochin Durbar) is maintained and worked by the South Indian Railway Company in all respects as part of their own undertaking except only as to the provision of funds for capital expenditure which are provided by the Durbar.

(iii) *Terms of working.*—For maintenance and working the Shoranur-Cochin railway the Durbar pays to the Company in each calendar half-year—

(*a*) All expenditure on renewals, as distinguished from maintenance expenses, incurred on the Durbar's line;

(*b*) the Durbar's railway share of working expenses arrived at by deducting from the total working expenses of the combined system the expenditure incurred on the combined system for renewals as distinguished from maintenance, and dividing the balance between the Company and the Durbar's railway in the proportion that the gross receipts of the latter bear to those of the combined system;

(*c*) One per cent of net earnings of the Durbar's line as a second contribution to the Company's Provident Institution; and

(*d*) the sum payable under the agreement as rent for the use of the Shoranur Junction station based on the total cost of the Junction station.

(iv) *Distribution of profits.*—Any difference between the gross receipts of the Shoranur-Cochin railway and the payment for working under (iii) which may exceed 2 per cent on the booked capital expenditure of the Durbar's line including land are deemed "surplus profits," divisible between the Durbar and the Company in the proportion of four-fifths to the former and one-fifth to the latter.

(v) *Rates and fares.*—Those generally applicable to the South Indian railway system; *vide* (iv) under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials, and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As on Indian State railways.

(vii) *Power of the Government to determine agreement.*—The agreement terminates upon the determination by Government of the South Indian Railway Company's principal contract with the Secretary of State, dated the 24th November 1890, *vide* (vii) under 10(*b*), South Indian railway (3′ 3⅜″ gauge).

(viii) *Power of the Cochin Durbar to determine agreement.*— } On giving 12 months' notice expiring on
(ix) *Power of the Company to determine agreement.*— } the 30th June or before the 31st December in any year.

(x) *Term of agreement.*—Subject to (vii), (viii) and (ix).

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$ · **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

### 10 (*f*) Shoranur-Cochin railway (3′ 3⅜″ gauge)—*concld.*

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| Year. | Table I. Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Table II. Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 64·75 | 67,88,610 | 3,92,782 | 1,94,244 | 2·86 | 117 | 50·55 |
| 1905 | 64·75 | 68,30,214 | 3,86,945 | 1,61,395 | 2·36 | 115 | 58·29 |
| 1906 | 64·75 | 68,59,849 | 3,91,378 | 1,55,689 | 2·27 | 116 | 60·22 |
| 1907 | 64·75 | 69,34,602 | 4,17,179 | 1,35,752 | 1·96 | 124 | 67·46 |
| 1908 | 64·75 | 69,44,148 | 4,44,076 | 2,00,352 | 2·89 | 132 | 54·88 |
| 1909 | 64·75 | 69,86,248 | 5,16,290 | 2,60,923 | 3·73 | 153 | 49·46 |
| 1910 | 64·75 | 69,48,970 | 5,62,461 | 2,56,954 | 3·69 | 167 | 54·32 |
| 1911 | 64·75 | 69,56,785 | 6,00,932 | 2,89,925 | 4·17 | 178 | 51·75 |
| 1912 | 64·75 | 69,61,901 | 6,30,410 | 3,00,036 | 4·31 | 187 | 52·41 |
| 1st qr. of 1913 | 64·75 | 69,56,035 | 1,61,124 | 81,334 | 1·17 | 191 | 49·52 |
| 1913-14 | 64·75 | 69,85,278 | 6,59,639 | 2,79,356 | 4·00 | 196 | 57·65 |

### 10 (*g*) Tanjore District Board railway (3′ 3⅜″ gauge)—

This railway originally extended from Mayavaram to Mutupet and was constructed by the South Indian Railway Company from funds of which half were provided by the Government of Madras from Provincial resources, and the other half by the Tanjore District Board from its Railway Guarantee Fund which was constituted by enhancing by 3 pies, *i.e.*, from 9 pies to the maximum rate of twelve pies per rupee, the Local Land Cess raised in the district. From the 1st January 1900 the property of the Government in the Mayavaram-Mutupet line was made over to the Tanjore District Board at the cost price of Rs. 12,34,720. The construction of the extension from Mutupet to Avadaiyarcoil was then undertaken by the South Indian Railway Company at the cost of the Tanjore District Board from the available balances at the disposal of the Board and further funds raised by debentures, bearing interest at 4 per cent per annum, running for a term of 20 years ending with the 31st December 1920, on the security of the Mayavaram-Mutupet railway and of the receipts from their Railway Guarantee Fund—the Government reserving the right to take over the extension at any time on twelve months' notice by assuming any liabilities undertaken by the Board in the form of debentures to raise the money and repaying any further amounts spent by the Board out of the balances at their disposal.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Mayavaram to Tiruvallur<br>Tiruvallur to Mutupet | 2-4-94 | 54·08 | | |
| Mutupet to Pattukkottai | 20-10-02 | 17·03 | | |
| Pattukkottai to Arantangi | 31-12-03 | 28·35 | | |
| Arantangi to Quarry | 23-8-06 | 3·90 | | |
| Total open mileage | ... | ... | 103·36 | |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Nidamangalam to Mannargudi (sanctioned on 15th October 1912) | ... | 8·58 | | |
| Tiruturaipundi to Vedaraniem (sanctioned on 15th October 1912) | ... | 20·00 | | |
| | | | 28·58 | |
| GRAND TOTAL | ... | ... | ... | 131·94 |

**Details of construction—**

*Permanent-way.*—The line is laid with first-class 41¼-lb. flat-footed steel and 40·3-lb. flat-footed second class iron rails on sál, pynkado, west coast teak and jarrah sleepers.

*Ballast.*—The Mayavaram-Mutupet section is ballasted with laterite and the Mutupet-Arantangi section is being ballasted with laterite over sand.

*Fencing.*—The line is fenced only at stations.

*Curves.*—The sharpest curve is of 1,146 feet radius.

*Gradients.*—The ruling gradient is 1 in 200, except between Adirampatnam and Pattukkottai where it is 1 in 160.

**Contract—**

Dated the 22nd July 1897, *between the Secretary of State and the South Indian Railway Company*, as to maintenance and working.

**Main provisions of contract—**

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—The railway (which is the property of the Tanjore District Board) was constructed, and is maintained and worked by the South Indian Railway Company, who provide the rolling-stock required for the traffic of the Branch line.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

### 10 (*g*) Tanjore District Board (3′ 3⅜″ gauge)—*concld.*

**Main provisions of contract—*concld.***

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The line is maintained and worked at the same percentage of its gross receipts as obtains half-yearly on the South Indian Railway Company's undertaking as a whole, including the Tanjore District Board's line, *plus* the cost of making good any damage affecting the Branch, *plus* 5 per cent of gross receipts for the use of the Company's rolling-stock, *plus* interest on the Company's capital outlay at joint stations provided for in clause 12 of the agreement.

(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As noted under 10(*b*), South Indian railway (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine contract.*—
(viii) *Power of the Company to determine contract.*— } On 12 months' notice expiring on the 31st December in any year.
(ix) *Term of contract.*—As in (vii) and (viii) above.

**Statistics of working (Those for the periods prior to 1900 will be found in Appendix 38 to the Report for 1907.)—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1900 | 54·08 | 26,50,776 | 2,32,280 | 97,782 | 3·69 | 83 | 57·90 |
| 1901 | 54·08 | 32,17,511 | 2,90,637 | 1,35,765 | 4·22 | 103 | 53·29 |
| 1902 | 71·11 | 38,18,202 | 3,08,879 | 1,46,764 | 3·84 | 103 | 52·48 |
| 1903 | 99·46 | 45,70,190 | 3,90,717 | 2,09,167 | 4·58 | 106 | 46·47 |
| 1904 | 99·46 | 46,32,763 | 5,24,490 | 2,61,364 | 5·64 | 101 | 50·17 |
| 1905 | 99·46 | 47,33,090 | 5,86,680 | 2,65,302 | 5·61 | 113 | 54·78 |
| 1906 | 103·36 | 47,98,375 | 6,01,066 | 2,32,833 | 4·85 | 116 | 61·26 |
| 1907 | 103·36 | 47,86,554 | 6,33,181 | 2,86,169 | 5·98 | 118 | 54·80 |
| 1908 | 103·36 | 48,05,788 | 6,87,571 | 2,77,134 | 5·77 | 128 | 59·69 |
| 1909 | 103·36 | 48,08,937 | 6,84,734 | 2,70,086 | 5·62 | 127 | 60·56 |
| 1910 | 103·36 | 48,45,390 | 7,59,296 | 2,96,545 | 6·12 | 141 | 60·94 |
| 1911 | 103·36 | 48,56,852 | 8,36,516 | 3,63,851 | 7·49 | 156 | 56·50 |
| 1912 | 103·36 | 48,69,026 | 9,06,503 | 3,84,660 | 7·90 | 169 | 57·57 |
| 1st qr. 1913 | 103·36 | 48,90,882 | 2,37,084 | 76,659 | 1·57 | 176 | 67·67 |
| 1913-14 | 103·36 | 52,09,745 | 9,79,468 | 3,49,568 | 6·71 | 182 | 64·31 |

### 10 (*h*) Tinnevelly-Quilon (Travancore) railway (British section) (3′ 3⅜″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Tinnevelly to Kallidaikurichi | 1-6-02 | 19·13 | |
| Kallidaikurichi to the British frontier near Shencottah | 1-8-03 | 31·28 | |
| Total | ... | ... | 50·41 |

**Details of construction—**

*Permanent-way.*—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers.
*Ballast.*—The line is ballasted throughout with broken stone.
*Fencing.*—The line is fenced at stations and at a few places where it runs close to villages and public roads.
*Curves.*—The sharpest curve is of 1,432·5 feet radius.
*Gradients.*—The ruling gradient is 1 in 100.

**Contract—**

Dated the 27th June 1901, *between the Secretary of State and the South Indian Railway Company*, as to the construction, maintenance and working of the Travancore Branch.

**Main provisions of contract—**

(i) *Land.*—
(ii) *Government aid.*— } As under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

**10 (b) Tinnevelly-Quilon (Travancore) railway (British section) (3′ 3⅜″ gauge)—*concld.***

**Main provisions of contract—*concld.***

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } The line is worked by the South Indian Railway Company at the same proportion of its gross earnings of each half-year as obtains on the whole of the Company's undertaking, including the Travancore Branch, *plus* the usual contribution to the Provident Institution. The "net revenue receipts" of a half-year so arrived at of the Travancore Branch are then applied, in the following manner and order, in payment to the Government of interest—

(*a*) on debentures and debenture stock, and
(*b*) due on any capital advanced by the Government } for the purpose of the branch;

(*c*) the surplus, if any, is divisible between the Government and the Company in the proportion in which the residue of net receipts of the undertaking is divisible as noted against (iii) (*d*) under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

If the net receipts of the Branch fall short of the interest charges, the deficiency is first to be divided between the Native State and British sections of the line in proportion to the capital cost of the sections, and as between the Secretary of State and the Company so much of the deficiency as is attributable to the Native State section is to be borne by the Secretary of State, and so much as is attributable to the British section is to be borne by the Secretary of State and the Company in the proportion in which any surplus of net receipts over interest charges would have been divisible. The Company's share of any such deficiency may be deducted by the Secretary of State from its share of any surplus profits due under the principal contract for the same half-year or under this contract or the principal contract for the next succeeding half-year.

As between the Government and the Travancore Durbar, the latter has under-written the guarantee of interest to the extent of the capital cost of the portion of the line in its territory; and it has been agreed that any surplus retained by the Government in accordance with the foregoing shall be divided between them in proportion to the respective lengths of the British and Native State sections of the line, and that the share of any deficiency attributable to the latter shall be borne by the Travancore Durbar.

(v) *Rates and fares.*— . . . . . }
(vi) *Special obligations as to the conveyance of.*— . . . . .
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As under 10 (*b*), South Indian railway (3′ 3⅜″ gauge).
(vii) *Services for any Department of the Travancore Durbar.*— . .
(viii) *Power of the Government to determine contract.*— . .
(ix) *Power of the Company to surrender contract.*— . . .
(x) *Term of contract.*— . . . . . }

**Statistics of working—**

TABLE I.

| Year. | Mileage open at end of each year. | | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | | Gross earnings. | Net earnings. | Proportion of net earnings of each section to capital outlay in columns (4) and (5). | Interest charges. | | Gain or loss *pertaining to each year.* | | | TABLE II. (Including the Native State section.) | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | *British section.* | | | | |
| | British section. | Native State section. | British section. | Native State section. | | | | British section. | Native State section. | South Indian Railway Company. | State. | Native State section. | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 1 | 2 |
| | Miles. | Miles. | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | – |
| 1902 | 19·06 | ... | 31,64,655 | 75,81,358 | 47,210 | 26,039 | 0·24 | 1,15,306 | 2,30,014 | ... | −89,267 | −2,30,014 | 81 | 44·84 |
| 1903 | 49·50 | 0·43 | 38,46,096 | 1,01,18,508 | 1,03,370 | 99,038 | 0·71 | 1,81,989 | 3,14,967 | −15,596 | −50,817 | −2,41,595 | 101 | 41·18 |
| 1904 | 50·40 | 57·98 | 40,40,486 | 1,15,66,498 | 3,05,764 | 1,49,690 | 0·96 | 1,39,945 | 3,95,455 | −10,145 | −91,408 | −2,76,167 | 85 | * 51·04 |
| 1905 | 50·48 | 57·98 | 43,40,925 | 1,17,81,078 | 4,86,757 | 2,49,307 | 1·55 | 1,44,178 | 3,32,112 | −13,234 | *+5,038 | −2,18,787 | 86 | 48·78 |
| 1906 | 50·48 | 57·98 | 43,62,235 | 1,18,26,747 | 4,97,043 | 2,22,479 | 1·37 | 1,45,163 | 3,99,240 | −13,939 | −56,716 | −2,38,270 | 88 | 55·20 |
| 1907 | 50·48 | 57·98 | 43,86,635 | 1,19,07,091 | 5,97,098 | 3,04,860 | 1·86 | 1,50,213 | 3,97,953 | −10,269 | −54,914 | −1,73,121 | 106 | 48·94 |
| 1908 | 50·48 | 57·98 | 43,80,970 | 1,17,98,653 | 6,42,077 | 2,93,380 | 1·81 | 1,51,598 | 3,99,756 | −10,491 | −59,438 | −1,88,065 | 114 | 54·31 |
| 1909 | 50·41 | 58·05 | 43,03,309 | 1,17,97,245 | 6,50,948 | 2,95,529 | 1·83 | 1,44,338 | 3,85,589 | −9,034 | −54,600 | −1,70,972 | 115 | 54·60 |
| 1910 | 50·41 | 58·05 | 44,22,428 | 1,18,26,000 | 6,80,080 | 3,04,658 | 1·88 | 1,45,069 | 3,86,342 | −9,351 | −53,459 | −1,65,566 | 121 | 55·29 |
| 1911 | 50·41 | 58·05 | 44,40,594 | 1,18,24,590 | 7,66,515 | 3,47,453 | 2·14 | 1,48,395 | 3,99,802 | −3,994 | −50,913 | −1,46,093 | 136 | 54·87 |
| 1912 | 50·41 | 58·05 | 44,20,040 | 1,19,18,994 | 9,15,945 | 3,85,321 | 2·37 | 1,48,147 | 4,00,801 | −3,119 | −41,627 | −1,19,551 | 145 | 52·78 |
| 1st qr. of 1913 | 50·41 | 58·05 | 44,19,271 | 1,18,22,921 | 1,19,831 | 73,657 | 0·45 | 37,049 | 1,00,190 | −1,191 | −16,127 | 46,333 | 136 | 61·80 |
| 1913-14 | 50·41 | 58·05 | 44,19,536 | 1,18,74,349 | 9,03,390 | 3,65,900 | 2·18 | 1,18,201 | 3,31,151 | −3,606 | −59,015 | 1,43,526 | 160 | 60·62 |

* Due to abnormal increase in net earnings.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 10.}}{\text{Sub-heads (a) to (i)}}$. **SOUTH INDIAN RAILWAY SYSTEM—*contd.***

**10 (i) Tinnevelly-Quilon (Travancore) railway (Native State section)** (3′ 3¾″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Quilon to Punalur | 1-6-04 | 28·28 | | |
| Punalur to the Frontier of the Travancore State near Shencottah | 26-11-04 | 29·77 | | |
| Total open mileage | ... | ... | 58·05 | |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Quilon to Trivandrum (sanctioned on 1st October 1913) | ... | 39·15 | | |
| | | | 39·15 | |
| GRAND TOTAL. | ... | ... | ... | 97·20 |

**Details of construction—**

*Permanent-way.*—The line is laid with 50-lb. bull-headed steel rails on cast iron pot sleepers, except for a length of 24·56 miles, between Punalur and Shencottah, where there are wooden sleepers of jarrah, irul and teak.

*Ballast.*—The line is ballasted throughout with broken stone.

*Fencing.*—The line is fenced only at stations and at a few places where it runs close to villages and public roads.

*Curves.*—The sharpest curve is of 477 feet radius.

*Gradients.*—The ruling gradient between Quilon and Punalur is 1 in 100 and between Punalur and Shencottah 1 in 50.

**Contract—**

The line is worked on the same terms as apply to the Tinnevelly-Quilon (Travancore) railway (British section) [10 (*h*)].

**Statistics of working—**

See under British section [10 (*h*)].

**10 (*j*) Morappur-Dharmapuri railway** (2′ 6″ gauge)—

The line is the property of the Government, on whose behalf it was worked by the former Madras Railway Company up to the 31st December 1907. With effect from the 1st January 1908 it was made over to the South Indian Railway Company for working as an integral part of their undertaking.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Morappur to Dharmapuri | 18-1-06 | 18·53 | |
| Dharmapuri to Hosur | 15-5-13 | 54·87 | |
| TOTAL | ... | ... | 73·40 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of pynkado.

*Ballast.*—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 955 feet radius.

*Gradients.*—The ruling gradient is 1 in 67.

**Contracts—**

Dated the 2nd March 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), *between the Secretary of State and the South Indian Railway Company*, providing for the relinquishment from 1st January 1908 of the section of the Company's line north of Katpadi and the transfer to the Company from the same date of the Jalarpet-Mangalore section of the former Madras railway.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

(For Index see page preceding this appendix.)

**Number** $\frac{\text{Main head 10}}{\text{Sub-heads } (a) \text{ to } (l)}$. **SOUTH INDIAN RAILWAY SYSTEM**—*contd.*

## 10 (*j*) Morappur-Dharmapuri railway (2′ 6″ gauge)—*concld.*

**Contracts**—*concld.*

Dated the 26th October 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), *between the Secretary of State and the South Indian Railway Company*, for the construction and working as an integral part of the undertaking of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway.

Dated the 21st December 1910, *between the Secretary of State and the South Indian Railway Company*, supplemental to and continuing with further modifications, with effect from the 1st January 1911, the principal contract of the 24th November 1890 as modified by previous supplemental contracts.

**Main provisions of contracts**—

As in the case of 10 (*b*), South Indian railway (3′ 3⅜″ gauge). But no portion of the capital expenditure on the Hosur extension is debitable to the capital account of the South Indian Railway Company. It will be for the separate account of the Government of India.

**Statistics of working** (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)—

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1908 . | 18·53 | 8,39,999 | 37,145 | 3,769 | 0·45 | 39 | 89·85 |
| 1909 . | 18·53 | 9,22,100 | 39,270 | —6,883 | ... | 41 | 117·53 |
| 1910 . | 18·53 | 12,56,128 | 45,796 | 9,627 | 0·77 | 48 | 78·98 |
| 1911 . | 18·53 | 20,37,238 | 41,315 | 36 | ... | 43 | 99·91 |
| 1912 . | 18·53 | 25,38,828 | 48,998 | 2,581 | 0·10 | 51 | 94·73 |
| 1st qr. of 1913. | 18·53 | 28,75,960 | 11,918 | —2,743 | ... | 49 | 123·02 |
| 1913-14 . | 73·40 | 30,32,268 | 1,19,739 | 2,887 | 0·10 | 31 | 97·59 |

## 10 (*k*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)—

**Progress in opening**—

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Tirupattur to Krishnagiri . . . . . | 18-9-05 | 25·38 | 25·38 |

**Details of construction**—

*Permanent-way.*—The permanent-way consists of 30-lb. flat-footed steel rails laid on cross sleepers of Malabar teak.

*Ballast.*—The line is ballasted with stone in cuttings and moorum in banks with a stone covering broken to 2″ gauge.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 955 feet radius.

*Gradients.*—The ruling gradient is 1 in 67.

**Contracts**—

Dated the 2nd March 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), *between the Secretary of State and the South Indian Railway Company*, providing for the relinquishment from 1st January 1908 of the section of the Company's line north of Katpadi and the transfer to the Company from the same date of the Jalarpet-Mangalore section of the former Madras railway.

Dated the 26th October 1909 (supplemental to the principal contract of 1890 as modified by previous supplemental contracts), *between the Secretary of State and the South Indian Railway Company*, for the construction and working as an integral part of the undertaking of the Dharmapuri-Hosur extension of the Morappur-Dharmapuri railway.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

(For Index see page preceding this appendix.)

**Number** $\frac{\text{Main head 10}}{\text{Sub-heads (a) to (l)}}$. **SOUTH INDIAN RAILWAY SYSTEM**—*concld.*

## 10 (*k*) Tirupattur-Krishnagiri railway (2′ 6″ gauge)—*concld.*

**Contracts**—*concld.*

Dated the 21st December 1910, *between the Secretary of State and the South Indian Railway Company*, supplemental to and continuing with further modifications, with effect from the 1st January 1911, the principal contract of the 24th November 1890 as modified by previous supplemental contracts.

**Main provisions of contracts**—

As in the case of 10 (*b*), South Indian railway (3′ 3⅜″ gauge).

**Statistics of working (Those for the periods prior to 1908 will be found in Appendix 38 to the Report for 1907.)**—

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1908 . | 25·38 | 10,87,305 | 58,852 | 1,233 | 0·11 | 41 | 97·70 |
| 1909 . | 25·38 | 10,86,836 | 45,692 | 312 | 0·03 | 35 | 99·32 |
| 1910 . | 25·38 | 11,14,660 | 57,179 | 10,061 | 0·90 | 43 | 82·40 |
| 1911 . | 25·38 | 11,01,319 | 65,298 | 18,179 | 1·65 | 49 | 72·16 |
| 1912 . | 25·38 | 10,98,576 | 68,503 | 19,179 | 1·75 | 48 | 69·88 |
| 1st qr. of 1913. | 25·38 | 10,98,617 | 11,825 | —1,664 | ... | 36 | 114·07 |
| 1913-14 . | 25·38 | 11,13,720 | 60,912 | —5,583 | ... | 46 | 109·17 |

## 10 (*l*) Podanur-Pollachi railway (3′ 3⅜″ gauge)—

The commencement of work on this line by the South Indian Railway Company from funds to be provided by the District Board of Coimbatore was authorised in Railway Board's telegram No. 470 R.P., dated the 19th November 1913.

**Progress in opening**—

| Section of railway. | Date of opening | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Podanur to Pollachi (sanctioned on 19th November 1913) . . . . . | ... | 25·04 | 25·04 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 11}}{\text{Sub-head (a)}}$. **ASSAM-BENGAL RAILWAY** (3′ 3¼″ gauge)—

*Chairman.*—Sir Frederick R. Upcott, K.C.V.O., C.S.I.
*Managing Director.*—James Meadows Rendel, Esq.
*Offices.*—Bishopsgate House, 80, Bishopsgate, London, E. C.
*Date of registration of the Company.*—18th March 1892.

The construction of the Assam-Bengal railway as a State line was sanctioned in May 1891. The Assam-Bengal Railway Company was formed in England in April 1892 and took over the works commenced by the State. The late Noakhali (Bengal) railway, which was worked by the Assam-Bengal Railway Company up to the end of 1905, was purchased by Government and amalgamated with the Assam-Bengal railway from the 1st January 1906.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| Chittagong Port to Chittagong | 3-11-95 | 1·73 | | |
| Chittagong to Feni | 1-7-95 | 56·90 | | |
| Feni to Comilla | 1-7-95 | 39·10 | | |
| Comilla to Akhaura | 1-1-96 | 29·41 | | |
| Akhaura to Karimganj | 4-12-96 | 115·00 | | |
| Karimganj to Badarpur | 4-12-96 | 12·00 | | |
| Badarpur to Dámchara | 23-4-99 | 18·53 | | |
| Dámchara to Lumding | 1-12-03 | 96·70 | | |
| Lumding to Nazira | 1-1-01 | 141·87 | | |
| Nazira to Lakwá | 15-11-01 | 10·71 | | |
| Lakwá to Bhojo | 1-2-03 | 12·72 | | |
| Bhojo to Tinsukia | 1-3-03 | 41·94 | 576·61 | |
| *Branches—* | | | | |
| *Noakhali branch—* | | | | |
| Láksám to Noakhali | 15-5-03 | 30·46 | 30·46 | |
| *Chandpur branch—* Láksám to Chandpur | 1-7-95 | 31·62 | 31·62 | |
| *Bhairab Bazar branch—* Akhaura to Ashuganj | 1-4-10 | 19·05 | 19·05 | |
| *Sylhet branch—* Kulaura to Fenchuganj | 16-4-12 | 15·10 | 15·10 | |
| *Silchar branch—* Badarpur to Katakhal | 13-6-98 | 6·27 | | |
| Katakhal to Silchar | 8-11-98 | 12·35 | 18·62 | |
| *Gauháti branch—* Gauháti Ghát to Gauháti | 1-1-97 | 1·32 | | |
| Gauháti to Jamuna mukh | 1-1-97 | 74·11 | | |
| Jamuna mukh to Lanka | 2-1-99 | 19·11 | | |
| Lanka to Lumding (temporary station) | 1-3-99 | 15·55 | | |
| Lumding (temporary station) to Lumding | 20-2-00 | 3·44 | 113·53 | |
| *Dikhow Extension—* Dikhow to Behubar | 4-2-13 | 6·74 | 6·74 | |
| TOTAL OPEN MILEAGE | ... | ... | ... | 811·73 |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Bhairab Bazar to Tangi (sanctioned on 17th August 1910) | ... | 39·23 | | |
| Fenchuganj to Sylhet (sanctioned on 18th November 1912) | ... | 15·15 | 54·38 | 54·38 |
| GRAND TOTAL | ... | ... | ... | 866·11 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 11}}{\text{Sub-head (a)}}$ · **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—*contd.*

**Details of construction—**

*Permanent-way.*—The line is laid with 50-lb. flat-footed steel rails, partly on sâl and pynkado, and partly on bastard sâl, nageshur, jarrah wood and ironbark sleepers. The Noakhali and Sylhet branches are laid with 41¼-lb. steel rails on sâl sleepers.

*Ballast.*—The ballast consists of broken brick, stone and laterite. The whole line has not yet been ballasted.

*Fencing.*—The line is fenced between Chittagong Port and Silchar, Láksám and Chandpur, Gauháti Ghât and Gauháti, and half a mile from Gauháti towards Lumding, and at some stations on the hill section. Fencing of Bhairab Bazar branch is in progress.

*Curves.*—The sharpest curve is of 358 feet radius.

*Gradients.*—The ruling gradient between Chittagong and Badarpur is 1 in 150; between Badarpur and Lumding, 1 in 60, with a 1 in 37 banking section, 8·54 miles long; between Gauháti and Tinsukia, and Kulaura and Fenchuganj, 1 in 100; between Láksám and Noakhali, 1 in 200; between Láksám and Chandpur, 1 in 300; between Badarpur and Silchar, 1 in 150; and between Akhaura and Ashuganj, 1 in 200.

**Contracts—**

Dated the 26th April 1892 (called the principal contract), *between the Secretary of State and the Assam-Bengal Railway Company*, as to the construction, management, maintenance and working, by the Company, of their undertaking.

Dated the 6th December 1899, *between the Secretary of State and the Assam-Bengal Railway Company*, as to the extension of time for the completion of the railway.

Dated the 29th April 1903 (supplemental to the contract of 1892), *between the Secretary of State and the Assam-Bengal Railway Company*, as to the adoption of *1s. 4d.* per rupee as the "prescribed" rate of exchange.

Dated the 11th April 1906 (supplemental to the contract of 1892), *between the Secretary of State and the Assam-Bengal Railway Company*, as to the acquisition by the Company of the Noakhali (Bengal) railway for the purpose, and as a part, of their undertaking as from 1st January 1906.

Dated the 5th March 1914 (supplemental to the contract of 1892), *between the Secretary of State and the Assam-Bengal Railway Company*, as to the adoption of the Government financial year for the purposes of accounts.

**Main provisions of contracts—**

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—Government guarantee interest in sterling at 3 per cent on the Company's share capital of £ 1,500,000. (Up to 30th June 1898 interest was allowed at 3½ per cent.)

(iii) *Distribution of profits.*—The net-earnings to be applied in payment to the Government of—

(*a*) The equivalent in rupees of interest paid on debenture capital; provided that, if the Company's share capital is not less than $\frac{3}{11}$ths of the total capital expenditure, the rate of interest recovered under this sub-head (on debentures issued previous to 30th June 1898) shall not exceed the rate for the time being applicable to the Company's share capital;

(*b*) the equivalent in rupees of the guaranteed interest paid to the Company in respect of share capital; and

(*c*) interest on the capital contributed, or deemed to be contributed, by the Government, at the same rate as the guarantee for the time being on the Company's capital. But if the capital advanced by Government exceed $\frac{8}{11}$ths of the total capital expenditure for the time being, the rate of interest on the amount of the excess to be subject to agreement.

"Surplus profits", after interest charges have been met, are divided between the Company and the Government in the ratio of the respective amounts of capital expended by them on the undertaking.

(iv) *Rates and fares.*—To be approved by the Government.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as obtain on State railways of the same gauge, and at rates to be approved by the Government.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates to be approved by the Government.

(vi) *Power of the Government to determine contract.*—The railway and its appurtenances are absolutely the property of the Government, who may determine the contract on the 31st December 1921, or at the end of any succeeding tenth year by giving 12 months' previous notice.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 11}}{\text{Sub-head (a)}}$. **ASSAM-BENGAL RAILWAY** (3′ 3⅜″ gauge)—*concld.*

**Main provisions of contracts**—*concld.*

The Government may also determine the contract at any time on six months' previous notice, if the Company fail to fulfil its obligations, or if the line be worked at a loss for three consecutive half-years. On the determination of the contract, the Company is to hand over to the Government the railway and all its belongings of every description, on repayment by the Government of the amount in sterling, at the par value, of the share capital paid by the Company to the Government.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract.*—Not specified.

**Statistics of working—**

| | TABLE I. | | | | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open, and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Gain or loss to the State *pertaining to each year.* | Remarks. | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1895 . | 129·49 | 4,27,47,293 | 2,14,426 | —8,047 | ... | 13,95,636 | —14,03,683 | * The decrease in net earnings is due to heavy expenditure of an extraordinary character, *e.g.*, heavier renewals of sleepers, repairs to jetty shed destroyed by fire in 1907 and commission on debentures renewed in 1906. | 64 | 103·75 |
| 1896 . | 285·90 | 5,59,03,217 | 6,18,785 | 33,238 | 0·06 | 23,73,034 | —23,39,796 | | 71 | 94·63 |
| 1897 . | 360·63 | 6,94,23,486 | 9,90,640 | 72,214 | 0·10 | 22,56,279 | —21,84,065 | | 68 | 92·71 |
| 1898 . | 379·25 | 8,32,11,758 | 13,08,124 | 54,551 | 0·07 | 24,45,275 | —23,90,724 | | 83 | 95·83 |
| 1899 . | 434·66 | 10,45,26,273 | 16,19,646 | 3,22,704 | 0·37 | 28,63,084 | —25,40,380 | | 75 | 80·08 |
| 1900 . | 436·26 | 10,91,71,809 | 17,09,955 | 3,64,364 | 0·38 | 33,31,390 | —29,67,026 | | 75 | 78·69 |
| 1901 . | 589·21 | 11,17,19,504 | 21,34,252 | 4,56,654 | 0·44 | 35,06,252 | —30,49,598 | | 70 | 78·60 |
| 1902 . | 589·21 | 11,87,04,959 | 20,96,058 | 2,54,418 | 0·23 | 38,08,387 | —35,53,969 | | 68 | 87·86 |
| 1903 . | 740·38 | 12,40,28,548 | 23,97,658 | 4,43,963 | 0·35 | 40,71,450 | —36,27,487 | | 71 | 81·48 |
| 1904 . | 740·38 | 12,60,09,639 | 29,53,962 | 1,05,320 | 0·08 | 41,66,585 | —40,61,145 | | 77 | 96·43 |
| 1905 . | 740·38 | 12,78,56,722 | 34,13,295 | 1,25,615 | 0·10 | 42,61,306 | —41,35,691 | | 88 | 96·32 |
| 1906 . | 775·28 | 13,25,20,704 | 42,20,064 | 4,27,858 | 0·30 | 44,53,682 | —40,25,824 | | 104 | 89·86 |
| 1907 . | 775·28 | 13,49,01,242 | 48,90,197 | 6,40,254 | 0·47 | 37,92,277 | —31,52,023 | | 123 | 86·91 |
| 1908 . | 775·28 | 13,90,59,050 | 46,96,729 | *53,809 | 0·04 | 41,64,794 | —41,11,485 | | 117 | 98·87 |
| 1909 . | 770·34 | 14,31,45,498 | 49,14,893 | 4,47,461 | 0·31 | 43,64,911 | —39,17,450 | | 122 | 90·90 |
| 1910 . | 789·89 | 14,45,62,076 | 51,70,952 | 7,84,033 | 0·54 | 44,08,319 | —36,24,286 | — | 126 | 84·83 |
| 1911 . | 789·89 | 14,79,47,899 | 55,76,145 | 11,37,710 | 0·77 | 45,86,405 | —34,48,695 | | 136 | 79·59 |
| 1912 . | 804·99 | 15,04,29,093 | 64,50,146 | 17,29,637 | 1·15 | 46,70,106 | —29,40,469 | | 155 | 73·18 |
| 1st qr. of 1913. | 804·99 | 15,18,32,951 | 18,08,616 | 5,96,938 | 0·39 | 11,75,440 | —5,78,502 | | 173 | 66·99 |
| 913-14 . | 811·73 | 15,70,32,687 | 70,42,793 | 22,71,129 | 1·45 | 49,09,954 | —26,38,825 | | 167 | 67·75 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads } (a) \text{ \& } (b)}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—**

*Chairman.*—Colonel T. Gracey, C.S.I.
*Managing Director.*—Alexander Izat, Esq., C.I.E.
*Offices.*—237, Gresham House, Old Broad Street, London, E.C.
*Date of registration of the Company.*—23rd October 1882.

**Lines comprised in the system.**—The Bengal and North-Western railway system is made up of—

| | Open line. | Under construction or sanctioned for construction. | Total. |
|---|---|---|---|
| | Miles. | Miles. | Miles. |
| (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge) | 1,240·12 | ... | 1,240·12 |
| (*b*) Tirhoot railway (3′ 3⅜″ gauge) | 788·16 | 34·79 | 822·95 |
| Total | 2,028·28 | 34·79 | 2,063·07 |

**Running powers—**

| | | Miles. |
|---|---|---|
| *Home line over Foreign lines—* | | |
| Cawnpore to Aishbagh, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand railway | for passenger and goods trains. | 45·03 |
| Aishbagh to Daliganj, Lucknow-Bareilly (3′ 3⅜″ gauge) railway | | 3·40 |
| Daliganj to Burhwal, Cawnpore-Burhwal (3′ 3⅜″ gauge) link, Oudh and Rohilkhand railway | | 34·57 |
| Benares Cantonment to Benares City, and Benares Cantonment to outer signal on the Benares-Allahabad extension, Oudh and Rohilkhand railway (3′ 3⅜″ gauge) | | 2·18 |
| At Sitapur within the boundary of the Rohilkund and Kumaon railway | | 0·85 |
| Total | ... | 86·03 |

### 12 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| Sonepore, *vid* Chupra, Sawan and Gorakhpur, to Mankapur | 15-1-85 | 217·90 | | |
| Mankapur to Gonda | 2-4-84 | 17·36 | | |
| Gonda to Colonelganj | 29-10-91 | 17·89 | | |
| Colonelganj to Jarwal Road | 1-2-92 | 10·74 | | |
| Jarwal Road to Gogra Ghât | 18-12-96 | 2·78 | | |
| Gogra Ghât to Chowka Ghât | 24-12-98 | 3·67 | | |
| Chowka Ghât to Burhwal | 24-11-96 | 2·58 | | |
| | | | 272·92 | |
| *Branches and Extensions—* | | | | |
| *Palesa Ghât branch—* | | | | |
| Sonepore to Palezaghat | 15-1-85 | 9·34 | | |
| | | | 9·34 | |
| *Mashrak branch—* | | | | |
| Chupra to Mashrak | 20-3-10 | 26·17 | | |
| | | | 26·17 | |
| *Maharajganj branch—* | | | | |
| Daronda to Maharajganj | 1-4-07 | 3·90 | | |
| | | | 3·90 | |
| *Captainganj branch—* | | | | |
| Sawan to Thawe | 1-4-07 | 17·82 | | |
| Thawe to Turkaulia | 15-3-13 | 22·73 | | |
| Turkaulia to Captainganj | 26-4-13 | 37·83 | | |
| | | | 78·38 | |
| *Bagaha branch—* | | | | |
| Gorakhpur to Chhitauni Ghât | 7-2-07 | 58·33 | | |
| Chhitauni Ghât to Bagaha (Gunduck bridge East bank) | 9-8-12 | 4·39 | | |
| | | | 62·72 | |
| *Gorakhpur-Gonda loop—* | | | | |
| Gorakhpur to Uska Bazar | 15-12-86 | 39·58 | | |
| Uska Bazar to Barhni | 15-1-05 | 30·88 | | |
| Barhni to Tulsipur | 15-1-06 | 24·04 | | |
| Tulsipur to Balrámpur | 1-6-98 | 18·15 | | |
| Balrámpur to Gonda | 15-12-96 | 23·08 | | |
| | | | 135·73 | |
| *Jarwa branch—* | | | | |
| Gainsari to Jarwa | 12-4-06 | 9·16 | | |
| | | | 9·16 | |
| *Ajodhya branch—* | | | | |
| Mankapur to Nawabganj | 2-4-84 | 13·48 | | |
| Nawabganj to Ajodhya | 1-12-84 | 5·05 | | |
| | | | 18·53 | |
| *Naipalganj Road branch—* | | | | |
| Gonda to Bahraich | 2-4-84 | 37·47 | | |
| Bahraich to Naipálganj Road | 15-12-86 | 33·15 | | |
| | | | 70·62 | |
| *Katarnian Ghât branch—* | | | | |
| Náupára to Mihirpurwa | 15-12-96 | 14·79 | | |
| Mihirpurwa to Katarnian Ghât | 25-3-99 | 27·28 | | |
| | | | 42·07 | |
| *Sitapur branch—* | | | | |
| Burhwal to Sitapur | 13-3-11 | 58·91 | 58·91 | |
| Carried over | ... | ... | — | 798·75 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$ **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

**12 (a) Bengal and North-Western railway (3' 3⅜" gauge)**—*contd.*

**Progress in opening**—*concld.*

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Brought forward | ... | ... | ... | 788·75 |
| *Chupra-Benares-Allahabad branch*— | | | | |
| Chupra to Revelganj | 15-4-91 | 7·75 | | |
| Revelganj to Bakulha | 4-2-12 | 4·81 | | |
| Bakulha to Ballia | 12-5-99 | 27·47 | | |
| Ballia to Phephna | 15-3-99 | 7·00 | | |
| Phephna to Ghazipur Ghât | 11-3-03 | 31·16 | | |
| Ghazipur Ghât to Aunrihar. Ganges-Gogra Doab lines | 15-3-99 | 27·88 | | |
| Aunrihar to Benares | 15-3-99 | 21·24 | | |
| Benares to Madhosingh | 1-3-09 | 29·50 | | |
| Madhosingh to Jhusi | 21-4-09 | 41·51 | | |
| Jhusi to Izat bridge | 1-11-12 | 2·53 | | |
| Izat bridge to Allahabad City | 9-5-13 | 1·46 | | |
| | | | 202·31 | |
| *Mirzapur Ghât extension*— | | | | |
| Madhosingh to Mirzapur Ghât. Ganges-Gogra Doab lines | 1-3-09 | 6·59 | | |
| Mirzapore Ghât to Chilh | 25-10-12 | 0·48 | | |
| | | | 7·07 | |
| *Bhatni-Benares chord*— | | | | |
| Bhatni to Turtipar | 15-12-96 | 17·55 | | |
| Turtipar to Mau Ganges-Gogra Doab lines | 8-6-98 | 26·26 | | |
| Mau to Aunrihar | 15-3-99 | 34·63 | | |
| | | | 78·44 | |
| *Barhaj branch*— | | | | |
| Salimpur to Barhaj | 1-12-97 | 12·50 | | |
| | | | 12·50 | |
| *Dohrighat branch*— | | | | |
| Phephna to Indara | 15-3-99 | 31·00 | | |
| Indara to Dohrighat | 21-3-84 | 21·70 | | |
| | | | 52·70 | |
| *Shahganj branch*— | | | | |
| Mau to Azamgarh Ganges-Gogra Doab lines | 8-6-98 | 27·40 | | |
| Azamgarh to Shahganj | 14-2-03 | 34·81 | | |
| | | | 62·21 | |
| *Jaunpur branch*— | | | | |
| Aunrihar to Jaunpur | 21-3-04 | 36·14 | | |
| | | | 36·14 | |
| | | | | 451·37 |
| TOTAL | ... | ... | ... | 1,240·12 |

**Details of construction**—

*Permanent-way.*—The main line, the Sitapur branch and the sections from Chupra to Inchcape bridge and Bhatni to Turtipar are laid with 50-lb. steel rails mostly on sâl sleepers. The rest of the line north of the Ganges is laid with 41½-lb. steel rails mostly on sâl sleepers. The Ganges-Gogra Doab main lines from Turtipar to Allahabad City and Aunrihar to Inchcape bridge are laid with 50-lb. steel rails on sâl sleepers, and the branches with 41½-lb. steel rails on sâl sleepers.

*Ballast.*—The whole line, except quite new constructions, is ballasted with kunkur, broken brick or shingle.

*Fencing.*—The main line and the section from Chupra to Revelganj are fenced.

*Curves.*—The sharpest curve is of 1,100 feet radius on the Orai diversion.

*Gradients.*—The ruling gradient is 1 in 300. On the various river ghât lines the gradients are steeper.

**Contracts**—

Dated the 12th December 1882 (called the original contract), *between the Secretary of State and the Bengal and North-Western Railway Company*, as to the construction and working by the Company of the Bengal and North-Western railway.

Dated the 22nd February 1886 (supplemental to and modifying in some respects the contract of 1882) *between the Secretary of State and the Bengal and North-Western Railway Company.*

Dated the 18th July 1890, *between the Secretary of State and the Bengal and North-Western Railway Company*, as to the taking over and working by the Company of the State railways known as the Tirhoot railway in conjunction with the Company's railway.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

**12 (*a*) Bengal and North-Western railway** (3′ 3⅜″ gauge)—*contd.*

**Contracts**—*concld.*

Dated the 19th December 1894 (supplemental to the contracts of 1882, 1886 and 1890), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for certain extension of the Company's railway and for the exercise by the Company of running powers for through traffic over the Cawnpore-Burhwal 3′ 3⅜″ gauge link of the Oudh and Rohilkhand railway.

Dated the 12th December 1895 (supplemental to the contracts of 1890 and 1894), *between the Secretary of State and the Bengal and North-Western Railway Company*, modifying in some respects the contract of 1890 relating to the Tirhoot railway.

Dated the 23rd July 1896 (supplemental to the contracts of 1882, 1886, 1890, 1894 and 1895), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for further extensions of the Company's railway and of the Tirhoot railway.

Dated the 15th January 1903 (supplemental to the contracts of 1882, 1886, 1894 and 1896), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for further extensions of the Company's railway.

Dated the 24th April 1903 (supplemental to the contracts of 1882, 1890 and 1895), *between the Secretary of State and the Bengal and North-Western Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 14th December 1905 (supplemental to the contracts of 1882, 1890, 1895, 1896 and 1903), *between the Secretary of State and the Bengal and North-Western Railway Company*, continuing with modifications the contract of 1890 relating to the Tirhoot railway and modifying in some respects the contract of 1882 relating to the Company's railway.

Dated the 7th October 1907 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, and 1905), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for further extensions of the Company's railway.

Dated the 1st October 1908 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905 and 1907), *between the Secretary of State and the Bengal and North-Western Railway Company*, for providing for a further extension of the Company's railway from Chupra to Mashrak.

Dated the 9th July 1909 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907 and 1908), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for a further extension of the Company's railway, from Burhwal to Sitapur.

Dated the 13th October 1910 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907, 1908 and 1909), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for extensions of the Company's railway connecting the Company's Main lines with the Company's Doab lines and with the Tirhoot railway, respectively, by bridges over the Gogra and Gundak rivers.

Dated the 7th December 1910 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907, 1908, 1909 and 13th October 1910), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for a further extension of the Company's railway from Thawe to Captainganj.

Dated the 13th March 1914 (supplemental to the contracts of 1882, 1886, 1890, 1894, 1895, 1896, 15th January and 24th April 1903, 1905, 1907, 1908, 1909, 13th October and 7th December 1910), *between the Secretary of State and the Bengal and North-Western Railway Company*, providing for the accounts for purposes of these contracts being prepared from 1st April 1913 for the financial year instead of for the calendar year.

**Main provisions of contracts—**

(i) *Land.*—Provided by the Government free of cost for the Company's railway ; and at the cost of capital for the Tirhoot railway undertaking.

(ii) *Government aid.*—Nil.

(iii) *Terms of working.*—The Company's railway and the Tirhoot railway undertaking are worked conjointly ; but the accounts of each are kept separate and distinct, except those relating to working expenses, other than maintenance, Abstract A.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

**12 (*a*) Bengal and North-Western railway (5′ 3⅜″ gauge)—*contd.***

**Main provisions of contracts—*contd.***

In addition to the ordinary working expenses and usual contributions to the State Railway and Company's Provident Institutions, the working expenses for each half-year include interest at 4 per cent per annum on all outlay up to the 31st December 1904 expended on "rolling-stock," "steamers and barges and landing stages," "stores," and "stations and offices, station machinery, staff quarters and all other works including permanent-way at Sonepore" for joint use, and on all outlay subsequent to that date up to the close of each half-year incurred on the same matters and on "workshops and store buildings, etc." or any other works used for joint purposes. The interest so charged is to be credited to the respective revenue accounts of the Company's railway and the Tirhoot railway undertaking in the ratio of the contributions of capital made to the joint accounts by each.

The working expenses of the open system, exclusive of the charges for maintenance of way, works and stations, other than those for general supervision, are divided between the Company's railway and the Tirhoot railway undertaking in proportion to their respective gross earnings.

The charges for maintenance of way, works and stations, other than the charges for general supervision are appropriated and allotted to the Company's railway or the undertaking on the basis of the actual expenditure incurred by each.

(iv) *Distribution of profits.*—As to the Company's railway, under the original contract of 1882 any surplus over 6 per cent was to be equally divided between the Government and the Company; but this provision was rescinded by the contract of the 22nd February 1886, which leaves the profits entirely in the hands of the Company.

As to the open system, after deducting half-yearly from the gross earnings of the Company's railway and of the undertaking, respectively, the working expenses noted under (iii), the balance of the gross earnings (termed net revenue) in the case of the Company's line belongs to the Company, and in the case of the Tirhoot railway undertaking is applied in the following manner and order:—

(*a*) in payment to the Company of interest accruing in each half-year, after the expiration of the period during which interest is chargeable to capital, at 4 per cent per annum on one half of the capital raised and expended by the Company for the purposes of the railway crossing the Gundak river by a bridge, from Bagaha to Chhitauni, including interest paid out of capital during construction;

(*b*) in payment to the Government from the aggregate net revenue for the entire year of interest accruing in such year at 5 per cent per annum on all money advanced or expended by the Government for the purposes of the open lines of the undertaking which have not been repaid to the Government;

(*c*) the residue if not in excess of 10 lakhs going to Government and the Company in the proportion of $\frac{4}{5}$ths to the former and $\frac{1}{5}$th to the latter; if in excess of 10 lakhs, then as to 10 lakhs in the aforesaid proportion and as to the balance in the proportion of $\frac{14}{15}$ths to the Government and $\frac{1}{15}$th to the Company.

The difference between the net revenue of the Company's railway belonging and payable to the Company and the aggregate advances made to the Company, in any half-year, is to be adjusted as soon as known by payments in India between the Government and the Company as the case may require.

(v) *Rates and fares.*—As to the Company's line—to be approved by the Government, who may require the charge for salt, coal and food grains for full-wagon loads carried not less than 100 miles to be reduced to any rate not below $\frac{1}{8}$th pie per maund per mile and for passengers not below 2 pies per mile.

As to the open system—for the carriage of through passengers and goods over the Company's railway, of all through and local passengers and goods over the Tirhoot railway undertaking, and of all passengers and goods from and to the undertaking or any connected railway carried over the Company's railway or any foreign railway connected therewith, the Government have the power to fix and vary the classification for passengers and goods and the maxima and minima fares and rates for the several classes of passengers and goods, respectively. Until otherwise fixed no rate for goods is to be higher than one pie or lower than $\frac{1}{16}$th pie per maund per mile.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*contd.*

**12 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)**—*contd.*

**Main provisions of contracts**—*concld.*

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails and post office servants on duty.—To be carried free on the Company's railway; and on the Tirhoot railway on the same general conditions and at the same rates as may be in force on the 3′ 3⅜″ gauge State Railways.

(*b*) Troops, police, high Government officials and Government stores.—As to the Company's railway, to be conveyed on the same general conditions as those in force on the 3′ 3⅜″ gauge State railways, and at rates to be approved by the Government. As to the Tirhoot railway undertaking, to be conveyed on the same general conditions and at the same rates as may be in force on State railways of the 3′ 3⅜″ gauge.

(*c*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates approved from time to time by the Secretary of State.

(vii) *Power of the Government to determine the contracts relating to the Company's railway.*—The line and all its appurtenances become the property of Government on the termination of the contracts. If the contracts terminate by the efflux of time the Government is to pay to the Company the value of rolling-stock, movable machinery, stores, etc. The Government may determine the contract after 50 years (*i.e.*, on the 31st December 1932), on one year's previous notice of intention to purchase, paying 25 times the average yearly net earnings, less the share of surplus profits belonging to the Government on the assumption that section 39 (5) of the contract of 1882 had been in actual operation for the five years immediately preceding the *purchase*. And at any time prior to the 31st December 1912, the Government have the right and option to elect that, upon the determination of the contract of 1882 by notice of purchase on the 31st December 1932, they will in lieu of making the aforesaid payment, pay to the Company a sum of money equal to 25 times the average yearly net earnings, less the share of surplus profits belonging to the Government on the assumption that section 39 (5) of the contract of 1882 had been in actual operation during the five years immediately preceding the *31st December 1912*. These terms do not apply to the Doab lines referred to in the contracts of 1896, 1907 and 1910, in respect of which the Government undertake to pay to the Company, in the event of purchase, a sum equal to the capital raised and expended thereon with their sanction, including interest paid out of capital during construction. One-half of the capital raised and expended by the Company for the Manjhi Ghat-Bakulha section, including interest paid out of capital during construction, is to be treated as capital attributable to the Doab lines; the other half, and the whole of the capital for the Bagaha-Chhitauni section, including interest paid out of capital during construction, is to be treated as capital attributable to the Company's main lines. The Government may also determine the contract at any time, at six months' notice, if the Company fail to observe its obligations, on paying the value of rolling-stock, stores, etc., and fair value of the line, less the value of the same treated as a reversionary sum absolutely payable on the 31st December 1981.

(viii) *Power of the Government to determine the contracts relating to the Tirhoot railway undertaking.*—If the original contract with the Company, dated the 12th December 1882, terminate for any reason prior to the expiry of the term of the contracts relating to the Tirhoot railway undertaking, then the latter also, *ipso facto*, terminate at the same time. The Government may also terminate the Tirhoot railway contracts at any time, on 6 months' notice, if the Company fail to observe its obligations. The Government may also terminate the Tirhoot railway contracts on the 31st December 1919, on 6 months' notice: or, at the same date and by the like notice, the Government may modify or alter the terms with the approval of the Company as from the 31st December 1919; but if the Company do not agree to the proposed modifications or alterations then the contracts will terminate on the 31st December 1919. On the determination of the Tirhoot railway contracts the Government will resume possession of the undertaking, and any capital sums which may have been raised by the Government and expended on the Company's lines, or raised and expended by the Company on the undertaking, are to be considered as debts due from the Company and the Government respectively.

(ix) *Power of the Company to surrender contracts.*—Nil.

(x) *Term of contracts relating to the Company's railway.*—99 years, *i.e.*, until the 31st December 1981, subject to (vii).

(xi) *Term of contracts relating to the Tirhoot railway undertaking.*—28 years, *i.e.*, from 1st January 1905 to the 31st December 1932, subject to (viii).

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$ BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.*

### 12 (*a*) Bengal and North-Western railway (3′ 3⅜″ gauge)—*concld.*

**Statistics of working—**

| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Interest divided between the Government and the Company, in the ratio of gross earnings. | Payments received for working the Tirhoot railway. | Total income. | Percentage of total income on total capital outlay given in column (3). | Earning per miles per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|---|---|---|
| | TABLE I. | | | | | | | | TABLE II. | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. | |
| 1884 . . | 75·00 | 1,52,47,428 | 77,670 | —26,221 | ... | ... | —26,221 | ... | 29 | 133·76 |
| 1885 . . | 303·00 | 2,01,86,980 | 12,05,541 | 5,89,206 | ... | ... | 5,89,206 | 2·92 | 72 | 51·13 |
| 1886 . . | 376·00 | 2,32,16,102 | 18,54,074 | 8,09,189 | ... | ... | 8,09,189 | 3·49 | 106 | 56·36 |
| 1887 . . | 376·00 | 2,56,23,684 | 19,44,002 | 8,37,004 | ... | ... | 8,37,004 | 3·27 | 90 | 56·94 |
| 1888 . . | 376·00 | 2,61,51,593 | 22,09,543 | 9,88,844 | ... | ... | 9,88,844 | 3·78 | 102 | 55·25 |
| 1889 . . | 376·00 | 2,63,41,872 | 22,11,524 | 10,53,964 | .. | ... | 10,53,964 | 4·00 | 103 | 52·38 |
| 1890 . . | 376·00 | 2,68,84,918 | 23,08,788 | 12,21,020 | ... | *24,245 | 12,45,265 | 4·63 | 101 | 44·72 |
| 1891 . . | 401·00 | 2,76,68,842 | 24,76,909 | 15,48,590 | .. | 69,484 | 16,18,074 | 5·85 | 111 | 37·48 |
| 1892 . . | 414·50 | 2,83,88,921 | 29,39,077 | 16,20,567 | ... | 67,060 | 16,87,627 | 5·94 | 125 | 44·86 |
| 1893 . . | 414·50 | 2,84,84,234 | 26,14,546 | 15,75,836 | ... | 66,842 | 16,42,478 | 5·79 | 114 | 39·74 |
| 1894 . . | 414·50 | 2,87,24,387 | 25,17,242 | 16,87,299 | ... | 72,358 | 17,60,257 | 6·13 | 115 | 33·51 |
| 1895 . . | 414·50 | 3,12,95,704 | 25,71,036 | 16,82,766 | ... | 72,909 | 17,55,675 | 5·61 | 112 | 34·55 |
| 1896 . . | 478·63 | 3,43,36,114 | 26,26,033 | 16,70,172 | ... | 71,614 | 17,41,786 | 5·07 | 113 | 36·40 |
| 1897 . . | 485·55 | 4,10,32,207 | 27,55,718 | 17,24,277 | ... | 74,905 | 17,99,182 | 4·38 | 105 | 37·43 |
| 1898 . . | 586·25 | 4,66,78,822 | 33,31,890 | 19,74,920 | ... | 75,885 | 20,50,805 | 4·39 | 112 | 40·73 |
| 1899 . . | 743·00 | 5,16,06,763 | 43,44,861 | 26,70,911 | ... | 61,940 | 27,32,851 | 5·30 | 118 | 38·53 |
| 1900 . . | 743·00 | 5,24,73,019 | 43,64,006 | 24,79,433 | ... | 49,563 | 25,28,996 | 4·82 | 109 | 43·18 |
| 1901 . . | 743·00 | 5,50,91,890 | 53,66,794 | 30,97,372 | ... | 76,853 | 31,74,225 | 5·76 | 134 | 42·29 |
| 1902 . . | 747·75 | 5,84,82,525 | 55,60,238 | 29,72,183 | ... | 76,671 | 30,48,854 | 5·92 | 139 | 46·55 |
| 1903 . . | 812·96 | 6,21,09,547 | 61,98,433 | 38,53,972 | ... | 1,04,369 | 39,58,341 | 6·37 | 145 | 37·82 |
| 1904 . . | 870·80 | 6,43,92,183 | 67,16,933 | 43,28,496 | ... | 1,16,834 | 44,45,330 | 6·90 | 147 | 35·56 |
| 1905 . . | 901·32 | 6,77,55,566 | 61,79,116 | 34,34,890 | +37,627 | 1,69,446 | 36,41,463 | 5·37 | 117 | 43·81 |
| 1906 . . | 932·18 | 7,13,66,623 | 77,02,976 | 40,92,699 | —9,028 | 2,01,060 | 42,84,731 | 6·00 | 142 | 46·99 |
| 1907 . . | 1,014·90 | 7,50,01,758 | 89,59,804 | 49,72,741 | —25,044 | 2,04,275 | 51,51,972 | 6·87 | 154 | 44·78 |
| 1908 . . | 1,016·73 | 7,91,13,230 | 79,80,293 | 43,74,935 | +45,015 | 1,58,939 | 45,78,889 | 5·79 | 162 | 44·78 |
| 1909 . . | 1,091·56 | 8,44,52,801 | 80,65,653 | 43,59,479 | +31,817 | 88,411 | 44,49,707 | 5·27 | 142 | 45·95 |
| 1910 . . | 1,117·14 | 8,92,16,995 | 84,58,223 | 49,85,946 | +58,810 | 2,01,276 | 51,46,032 | 5·77 | 146 | 42·23 |
| 1911 . . | 1,175·84 | 9,31,89,852 | 99,29,872 | 57,59,988 | +41,140 | 2,35,109 | 60,36,187 | 6·48 | 162 | 42·01 |
| 1912 . . | 1,177·27 | 9,68,79,261 | 1,12,49,175 | 73,19,499 | +38,037 | 3,99,961 | 76,87,497 | 7·91 | 184 | 34·93 |
| 1st qr. of 1913 | 1,200·00 | 9,81,20 363 | 29,13,331 | 18,67,611 | +21,676 | 1,37,495 | 20,26,782 | 2·07 | 187 | 35·89 |
| 1913-14 . . | 1,240·12 | 9,89,54,245 | 1,06,80,308 | 63,85,474 | +1,19,400 | 2,96,483 | 68,01,357 | 6·87 | 166 | 40·21 |

* For the second-half of 1890 only as the line was taken over for working from the 1st July 1890.

### 12 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| Sonepore to Hajipur | 1-8-87 | 3·23 | | |
| Hajipur to Bachhwara | 1-4-00 | 44·41 | | |
| Bachhwara to Barauni Junction | 1-5-88 | 10·05 | | |
| Barauni Junction to Thana Bihpur | 1-8-00 | 66·17 | | |
| Thana Bihpur to Katareah | 7-8-01 | 17·94 | | |
| Katareah to Kursela | 10-7-02 | 3·75 | | |
| Kursela to Katihar Junction | 7-8-01 | 23·75 | | |
| | | | 169·30 | |
| *Branches and Extensions—* | | | | |
| *Hajipur-Muzaffarpur branch—* | | | | |
| Hajipur to Muzaffarpur | 26-10-84 | 32·85 | | |
| | | | 32·85 | |
| *Hajipur Ghât extension—* | | | | |
| Hajipur to Hajipur Ghât | 26-10-84 | 1·89 | | |
| | | | 1·89 | |
| *Semaria Ghât extension—* | | | | |
| Barauni Junction to Semaria Ghât | 1-5-83 | 5·06 | | |
| | | | 5·06 | |
| *Bachhwara-Bagaha branch—* | | | | |
| Bachhwara to Dalsing Sarai | 1-5-83 | 7·00 | | |
| Dalsing Sarai to Samastipur | 1-11-75 | 14·75 | | |
| Samastipur to Muzaffarpur | 24-2-77 | 32·21 | | |
| Muzaffarpur to Motihari | 1-2-83 | 49·57 | | |
| Motihari to Bettiah | 20-12-83 | 27·06 | | |
| Bettiah to Narkatiaganj | 17-1-06 | 23·42 | | |
| Narkatiaganj to Bagaha | 1-5-07 | 26·90 | | |
| Bagaha to Gunduck bridge East bank | 9-8-12 | 1·11 | | |
| | | | 182·02 | |
| Carried over | ... | ... | | 391·12 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM—*contd.***

**12 (*b*) Tirhoot railway (3′ 3⅜″ gauge)—*contd.***

**Progress in opening—*concld.***

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Brought forward | ... | ... | | 391·12 |
| *Raxaul branch*— | | | | |
| Saganli to Raxaul | 1-3-99 | 18·72 | 18·72 | |
| *Samastipur-Darbhanga-Narkatiaganj loop*— | | | | |
| Samastipur to Darbhanga | 1-11-75 | 23·40 | | |
| Darbhanga to Sitamarhi | 1-7-90 | 42·00 | | |
| Sitamarhi to Riga | 1-1-91 | 6·00 | | |
| Riga to Dhang | 1-7-91 | 9·00 | | |
| Dhang to Bairagnia | 10-8-12 | 4·36 | | |
| Bairagnia to Narkatiaganj | 20-12-07 | 57·84 | 142·60 | |
| *Bhikna Thoree branch*— | | | | |
| Narkatiaganj to Bhikna Thoree | 17-2-06 | 22·29 | 22·29 | |
| *Darbhanga-Bhaptiahi branch*— | | | | |
| Darbhanga to Jhanjharpur | 1-2-88 | 23·66 | | |
| Jhanjharpur to Ghogardiha | 8-4-86 | 13·68 | | |
| Ghogardiha to Nirmali | 8-4-86 | 6·24 | | |
| Nirmali to Bhaptiahi | 15-11-87 | 10·00 | 53·58 | |
| *Bhaptiahi-Pertabganj Ghât branch*— | | | | |
| Bhaptiahi to Raghopur | 1-10-88 | 6·91 | | |
| Raghopur to Pertabganj Ghât | 1-5-12 | 4·43 | 11·34 | |
| *Jaynagar branch*— | | | | |
| Sakri to Jaynagar | 14-1-05 | 30·20 | 30·20 | |
| *Bhaptiahi-Mansi branch*— | | | | |
| Bhaptiahi to Makhana Bazar | 1-3-07 | 44·33 | | |
| Makhana Bazar to Mansi | 15-12-07 | 15·71 | 60·04 | |
| *Buddham Ghât branch*— | | | | |
| Saharsa to Budham Ghât | 15-3-08 | 15·96 | 15·96 | |
| *Monghyr branch*— | | | | |
| Sahebpur Kamal to Monghyr Ghât | 7-3-00 | 6·04 | 6·04 | |
| *Bhagalpur branch*— | | | | |
| Thana Bihpur to Mahadeopur Ghât | 16-12-01 | 11·36 | | |
| Mahadeopur Ghât to Barari Ghât (Steamer service) | ... | ... | | |
| Barari Ghât to Bhagalpur Kachery | 15-3-06 | 5·75 | | |
| Bhagalpur Kachery to Bhagalpur station, E. I. Ry. | 23-12-10 | 1·44 | 18·55 | |
| *Khagaria-Rosera-Samastipur extension*— | | | | |
| Samastipur to Rosera Ghât | 21-12-12 | 17·72 | 17·72 | 397·04 |
| TOTAL OPEN MILEAGE | ... | ... | ... | 788·16 |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Rosera Ghât to Khagaria (sanctioned on 9th February 1911) | ... | 34·79 | 34·79 | 34·79 |
| GRAND TOTAL | ... | ... | ... | 822·95 |
| DOUBLE LINE— | | | | |
| Baraumi Junction to Bachhwara | 22-9-06 | 10·05 | 10·05 | |

**Details of construction—**

*Permanent-way.*—The line is laid with 50-lb. and 41¼-lb. flat-footed steel rails on sâl, pynkado, jarrah sleepers and cast iron sleepers of Denham-Olpherts' pattern.

*Ballast.*—The line, except the Bhikna Thoree branch, is ballasted with kunkur or broken brick.

*Fencing.*—The line, except new branches, is fenced with stone posts and 4 wires.

*Curves.*—The sharpest curve, which is on the main line, is of 1,500 feet radius.

*Gradients.*—The ruling gradient of the line is 1 in 300, except on 3·42 miles between Samastipur and Pertabganj, where the gradient is 1 in 200 and on the Bhikna Thoree branch where it is 1 in 80. On various river ghât lines the gradients are steeper.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 12}}{\text{Sub-heads (a)\&(b)}}$ · **BENGAL AND NORTH-WESTERN RAILWAY SYSTEM**—*concld.*

**12 (*b*) Tirhoot railway.** (3′ 3⅜″ gauge)—*concld.*

**Contracts—**
**Main provisions of contracts—** As noted under 12 (*a*), Bengal and North-Western railway (3′ 3⅜″ gauge).

**Statistics of working (Those for the periods prior to 1905 will be found in Appendix 38 to the Report for 1907.)—**

| | Table I. | | | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Interest divided in the ratio of gross earnings. | Payment made to the Bengal and North-Western Railway Company for working the line. | Total income. | Percentage of total income on total capital outlay given in column (3). | Interest. | Gain or loss to the State *pertaining to each year.* | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| 1905 . | 565·45 | 6,21,56,962 | 61,81,754 | 35,95,050 | —37,627 | 1,69,446 | 33,87,977 | 5·45 | 23,54,563 | +10,33,414 | 196 | 42·45 |
| 1906 . | 614·30 | 6,73,40,339 | 66,80,324 | 38,97,310 | +9,028 | 2,01,060 | 37,05,278 | 5·50 | 23,17,307 | +13,87,971 | 189 | 41·52 |
| 1907 . | 763·54 | 7,19,99,253 | 75,39,242 | 42,21,002 | +25,044 | 2,04,275 | 40,41,771 | 5·61 | 23,90,668 | +16,61,103 | 192 | 43·68 |
| 1908 . | 774·69 | 7,33,81,590 | 81,63,953 | 44,91,501 | —45,015 | 1,59,939 | 42,77,547 | 5·83 | 24,68,465 | +18,09,082 | 204 | 45·14 |
| 1909 . | 774·69 | 7,42,61,067 | 75,55,273 | 40,09,582 | —31,817 | 58,411 | 39,19,354 | 5·28 | 24,73,136 | +14,46,218 | 188 | 46·92 |
| 1910 . | 776·13 | 7,46,12,530 | 83,14,066 | 48,01,820 | —8,810 | 2,01,276 | 45,41,734 | 6·09 | 24,92,047 | +20,49,687 | 206 | 42·24 |
| 1911 . | 769·04 | 7,56,16,782 | 89,15,376 | 52,68,260 | —41,140 | 2,35,109 | 49,92,011 | 6·60 | 25,53,319 | +24,38,692 | 223 | 40·91 |
| 1912 . | 791·51 | 7,82,44,647 | 96,30,665 | 64,78,034 | —38,037 | 3,09,961 | 61,25,036 | 7·83 | 26,48,419 | +34,76,617 | 239 | 34·15 |
| 1st qr. of 1913 | 791·51 | 7,86,99,931 | 26,02,230 | 16,91,800 | —21,676 | 1,37,495 | 15,32,629 | 1·95 | 7,16,614 | +8,16,015 | 253 | 34·99 |
| 1913-14 | 788·16 | 8,07,86,397 | 1,02,64,997 | 64,76,379 | —1,19,400 | 2,96,483 | 60,60,856 | 7·50 | 27,70,371 | +32,90,485 | 259 | 36·90 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL DOOARS RAILWAY SYSTEM.**

*Chairman*—Robert Miller, Esq.
*Secretary*—F. J. Horne, Esq.
*Offices*—210-216, Gresham House, Old Broad Street, London, E. C.
*Date of registration of the Company.*—30th July 1891.

**Lines comprised in the system**—The Bengal Dooars railway system is made up of—

| | Open line. | Under construction or sanctioned for construction. | Total. |
|---|---|---|---|
| | Miles. | Miles. | Miles. |
| (*a*) Bengal Dooars railway (3′ 3⅜″ gauge) | 36·40 | ... | 36·40 |
| (*b*) Bengal Dooars railway extensions (3′ 3⅜″ gauge) | 116·56 | 5·31 | 121·87 |
| Total | 152·96 | 5·31 | 158·27 |

The lines were constructed for opening out the Western Dooars and for the development of the tea industry.

**13 (*a*) Bengal Dooars railway (3′ 3⅜″ gauge)—**

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line*— | | | | |
| East Bank of the Teesta (Barnes Ghât) to Dam Dim | 15-1-93 | 31·00 | 31·00 | |
| *Branch*— | | | | |
| Lataguri to Ramshai | 11-6-93 | 5·40 | 5·40 | |
| | | | | 36·40 |

**Details of construction—**

*Permanent-way.*—The line is laid with 41½-lb. flat-footed steel rails on sâl sleepers.
*Ballast.*—The line is ballasted throughout with stone.
*Fencing.*—The line is unfenced.
*Curves.*—The sharpest curve is of 1,432 feet radius.
*Gradients.*—The ruling gradient is 1 in 150.

**Agreements and contracts—**

Agreement, dated the 27th April 1891 (called the principal contract), *between the Secretary of State and Messrs. Octavius Steel and Company*, Promoters, Bengal Dooars Railway Company, as to the construction, maintenance, management and working of the Bengal Dooars Railway Company's original line, including the ferries connected therewith.

Agreement, dated the 27th April 1891, *between the District Board of Jalpaiguri and Messrs. Octavius Steel and Company*, Promoters, Bengal Dooars Railway Company, as to the payment of a subsidy by the Board to the Company.

Contract, dated the 2nd March 1898 (supplemental to the contract of 1891), *between the Secretary of State and the Bengal Dooars Railway Company*, as to the construction, management, maintenance, and working of certain extensions of the Company's then existing railways.

Contract, dated the 27th September 1900 (supplemental to that of 1898), *between the Secretary of State and the Bengal Dooars Railway Company*, as to the extension of time for the completion of the line to Hantupara.

Contract, dated the 7th November 1901 (supplemental to those of 1898 and 1900), *between the Secretary of State and the Bengal Dooars Railway Company*, as to the extension of time for the completion of the line to Bagrakote.

Contract, dated the 16th April 1903 (supplemental to the contract of 1898), *between the Secretary of State and the Bengal Dooars Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

**Main provisions of agreements and contracts—**

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—Original line: The District Board of Jalpaiguri pay to the Company, out of the District Fund, an annual subsidy of such amount, not exceeding Rs. 4,000, as may be required to make up the net profits in each year to 5 per cent on the capital sum expended.

Original line *and* Extensions: *Nil.* (It is, however, provided that, on the request of the Company, the Government shall take over the original line and extensions, and shall work and maintain them through the agency of the Eastern Bengal railway, at 40 per cent of the gross receipts in each half-year, paying the remaining 60 per cent over to the Company.)

(iii) *Terms of working.*— } The whole of the profits go to the Company. (If, on a request
(iv) *Distribution of profits.*— } made by the Company, the lines be worked by the Eastern Bengal railway the Government retain in each half-year 40 per cent of the gross earnings, the remaining 60 per cent being paid to the Company after deduction of the income-tax payable to Government.)

# APPENDIX 9—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads (a) \& (b)}}$. **BENGAL DOOARS RAILWAY SYSTEM**—*contd.*

**13 (*a*) Bengal Dooars railway** (3′ 3½″ gauge)—*concld.*

**Main provisions of agreements and contracts**—*concld.*

(v) *Rates and fares.*—Original railway, *i.e.*, the Main Line from Barnes Ghât to Mal Junction; the Eastern Branch of the Main Line from Lataguri to Ramshai; the Western Branch of the Main Line from Mal Junction to Dam Dim; the Eastern Extension from Mal Junction to (Hantupara) Madarihat; and the Western Extension from Dam Dim to Bagrakote:—Certain maxima rates and fares for goods, (other than food grains, salt, coal for construction, working and maintenance, and construction and revenue stores excluding coal), passengers, luggage, carriages, horses and parcels have been fixed. For food grains, salt, coal for construction, working and maintenance, and for construction and revenue stores, certain maxima and minima have been fixed. If the gross receipts of the original railway and of the two (Eastern and Western) Extensions shall in any one year have reached 12 per cent on the combined capital outlay of those lines, Government may reduce the maxima rates and fares by a figure up to 25 per cent except in the case of the special rates for food grains, salt, coal for construction, working and maintenance, and construction and revenue stores excluding coal, and for third class passengers. Southern Extension, *i.e.*, from Barnes Junction to Lalmonirhat:—Certain maxima and minima rates and fares have been fixed for goods, passengers, carriages, horses and dogs. Luggage, parcels and bullion are carried at the rates passed by the Railway Conference.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—Mails to be carried under the same terms and conditions as mails were at the date of contract of 1891 being carried on the Eastern Bengal railway, the Government having power to fix the timing of one train each way daily for the carriage of mails. Postal officials travelling on duty to be given free passes.

(*b*) Government bullion and coin, and the persons in charge thereof. — Not specified.

(vii) *Power of the Government to determine contract.*—If the Company fail to work the Original line and the Extensions for six consecutive months, the Government may determine the contract by paying to the Company a sum equal to their actual expenditure up to the date of notice.

The Secretary of State has the right to purchase the Original line and the Extensions on the 31st December 1919, and at the end of any succeeding seventh year, by giving 12 months' previous notice. In the event of such purchase the price to be paid for the Original line is to be a cash payment of one and two-fifths of the amount of the invested capital liabilities of the Company; while the price for the Extensions is to be a cash payment in England in sterling of a sum equal to 25 years' purchase of the average of the net earnings of the Extensions during the last preceding 5 years, provided that such sum shall not exceed by more than 20 per cent, nor be less than, the total capital expenditure and capital liabilities of the Company in sterling as expended on the Extensions or incurred with the sanction of the Government.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—None specified.

**Statistics of working**—

| | Table I. | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Subsidy from District Board. | Total income. | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1893 . | 36·40 | 18,49,091 | 1,14,812 | 57,639 | 3·12 | ... | 57,639 | 3·12 | 69 | 49·80 |
| 1894 . | 36·40 | 22,84,223 | 2,05,286 | 1,04,291 | 4·57 | 4,000 | 1,08,291 | 4·74 | 109 | 49·20 |
| 1895 | 36·40 | 23,26,476 | 2,53,537 | 1,27,459 | 5·48 | 4,000 | 1,31,459 | 5·65 | 125 | 49·73 |
| 1896 . | 36·40 | 24,33,213 | 2,70,451 | 1,31,814 | 5·42 | ... | 1,31,814 | 5·42 | 136 | 51·26 |
| 1897 . | 36·40 | 25,78,562 | 2,86,407 | 1,45,289 | 5·63 | ... | 1,45,289 | 5·63 | 145 | 49·27 |
| 1898 . | 36·40 | 26,68,050 | 2,69,089 | 1,14,620 | 4·30 | 4,000 | 1,18,620 | 4·45 | 135 | 57·40 |
| 1899 . | 36·40 | 26,26,748 | 2,73,033 | 1,18,417 | 4·51 | 4,000 | 1,22,417 | 4·66 | 137 | 56·63 |
| 1900 . | 36·40 | 26,42,695 | 3,32,730 | 1,89,460 | 7·17 | ... | 1,89,460 | 7·17 | 168 | 43·06 |
| 1901 . | 36·40 | 26,44,873 | 3,10,920 | 1,76,399 | 6·67 | ... | 1,76,399 | 6·67 | 156 | 43·27 |
| 1902 . | 36·40 | 26,50,627 | 2,73,340 | 1,71,455 | 6·47 | ... | 1,71,455 | 6·47 | 144 | 37·27 |
| 1903 . | 36·40 | 26,95,547 | 3,11,131 | 2,24,952 | 8·35 | ... | 2,24,952 | 8·35 | 156 | 27·70 |
| 1904 . | 36·40 | 26,64,642 | 3,46,277 | 2,56,651 | 9·63 | ... | 2,56,651 | 9·63 | 175 | 25·88 |
| 1905 . | 36·40 | 27,26,891 | 3,70,343 | 2,49,598 | 9·15 | ... | 2,49,598 | 9·15 | 196 | 32·60 |
| 1906 . | 36·40 | 27,33,098 | 4,08,623 | 2,96,703 | 10·86 | .. | 2,96,703 | 10·86 | 216 | 27·39 |
| 1907 . | 36·40 | 27,56,535 | 4,20,705 | 2,84,722 | 10·33 | ... | 2,84,722 | 10·33 | 222 | 32·63 |
| 1908 . | 36·40 | 27,79,347 | 4,37,252 | 3,34,102 | 12·02 | ... | 3,34,102 | 12·02 | 231 | 23·59 |
| 1909 . | 36·40 | 28,40,584 | 4,46,811 | 3,54,527 | 12·48 | ... | 3,54,527 | 12·48 | 236 | 20·65 |
| 1910 . | 36·40 | 29,73,769 | 4,86,375 | 3,73,343 | 12·55 | ... | 3,73,343 | 12·55 | 257 | 23·24 |
| 1911 . | 36·40 | 31,18,394 | 4,94,386 | 3,86,765 | 12·40 | ... | 3,86,765 | 12·40 | 261 | 21·76 |
| 1912 . | 36·40 | 31,71,542 | 5,41,376 | 4,16,170 | 13·12 | ... | 4,16,170 | 13·12 | 286 | 23·13 |
| 1st qr. of 1913 | 36·40 | 31,76,034 | 1,13,010 | 77,510 | 2·44 | ... | 77,510 | 2·44 | 239 | 31·41 |
| 1913-14 | 36·40 | 32,04,393 | 5,91,202 | 4,36,529 | 13·62 | ... | 4,36,529 | 13·62 | 312 | 26·16 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 13}}{\text{Sub-heads } (a) \text{ \& } (b)}$. **BENGAL DOOARS RAILWAY SYSTEM**—*concld.*

**13 (*b*) Bengal Dooars railway extensions (3′ 3⅜″ gauge)—**

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Eastern extension—* | | | | |
| Mal to Chalsa | 1-4-01 | 5·10 | | |
| Chalsa to Chengmari | 1-1-03 | 13·45 | | |
| Chengmari to Dalgaon | 23-3-03 | 15·84 | | |
| Dalgaon to Madarihat | 14-6-03 | 9·31 | | |
| | | | 44·00 | |
| *Southern extension—* | | | | |
| Barnes Junction to Baura | 20-4-00 | 23·30 | | |
| Baura to Bhotemari | 21-10-00 | 16·70 | | |
| Bhotemari to Lalmanirhat | 20-11-00 | 20·80 | | |
| | | | 65·80 | |
| *Western extension—* | | | | |
| Dam Dim to Oodlabari | 1-5-01 | 3·30 | | |
| Oodlabari to Bagrakote | 1-1-02 | 3·46 | | |
| | | | 76 | |
| TOTAL OPEN MILEAGE | ... | ... | ... | 116·56 |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Chalsa to Matelli (sanctioned on 26th September 1913) | ... | 5·31 | 5·31 | 5·31 |
| GRAND TOTAL | ... | ... | ... | 121·87 |

**Details of construction—**

*Permanent-way.*—The line has been laid with 41½-lb. flat-footed steel rails on sâl sleepers.

*Ballast.*—The line is ballasted throughout with stone.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 955 feet radius.

*Gradients.*—The ruling gradient of the Southern extension is 1 in 200 and of the Eastern and Western extensions, 1 in 100.

**Agreements and Contracts—**

**Main provisions of agreements and contracts—** } As noted under 13(*a*), Bengal Doars railway (3′ 3⅜″ gauge).

**Statistics of working—**

| | TABLE I. | | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Remarks. | Earnings per mile per week | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | | Rs. | |
| 1900 | 66·00 | 47,11,632 | 16,191 | ... | ... | The net earnings for 1900, 1901, 1902 and 1st half of 1903 were credited to interest on capital during construction. | 14 | 72·32 |
| 1901 | 74·80 | 62,26,954 | 1,76,389 | ... | ... | | 47 | 60·92 |
| 1902 | 77·76 | 72,66,165 | 2,53,634 | ... | ... | | 63 | 65·99 |
| 1903 | 116·56 | 80,10,365 | 3,46,666 | 79,199 | 0·99 | | 61 | 69·78 |
| 1904 | 116·56 | 84,97,572 | 4,15,179 | 1,08,680 | 1·28 | | 68 | 73·85 |
| 1905 | 116·56 | 87,92,080 | 5,12,343 | 1,97,824 | 2·25 | | 85 | 61·39 |
| 1906 | 116·56 | 89,99,516 | 5,83,352 | 2,91,256 | 3·24 | | 96 | 50·10 |
| 1907 | 116·56 | 90,76,826 | 6,04,133 | 1,43,585 | 1·58 | | 99 | 76·23 |
| 1908 | 116·56 | 90,88,887 | 6,19,972 | 3,14,228 | 3·46 | | 102 | 49·31 |
| 1909 | 116·56 | 91,36,146 | 6,08,419 | 3,14,641 | 3·44 | | 100 | 48·28 |
| 1910 | 116·56 | 92,06,724 | 6,58,453 | 3,45,725 | 3·75 | | 109 | 47·49 |
| 1911 | 116·56 | 93,43,461 | 7,07,730 | 3,60,021 | 3·85 | | 117 | 49·13 |
| 1912 | 116·56 | 94,43,641 | 8,92,405 | 5,01,116 | 5·31 | | 147 | 43·85 |
| 1st qr. of 1913 | 116·56 | 94,63,328 | 2,09,414 | 1,06,063 | 1·12 | | 138 | 49·34 |
| 1913-14 | 116·56 | 95,55,990 | 10,49,690 | 5,55,144 | 5·92 | | 173 | 46·07 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads } (a) \text{ and } (b)}$. **BHAVNAGAR RAILWAY SYSTEM—**

**Lines comprised in the system.**—The Bhavnagar railway system is made up of—

| | Open line. | Under construction or sanctioned for construction. | Total |
|---|---|---|---|
| | Miles. | Miles. | Miles. |
| (*a*) Bhavnagar railway (3′ 3⅜″ gauge) | 206·31 | ... | 206·31 |
| (*b*) Dhrangadra railway (3′ 3⅜″ gauge) | 20·63 | 19·80 | 40·43 |
| Total | 226·94 | 19·80 | 246·74 |

**14 (*a*) Bhavnagar railway** (3′ 3⅜″ gauge)—

This line was constructed by Government Agency for the Native State of Bhavnagar (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate and distinct railway.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| *Main line*— | | | | | |
| Bhavnagar Docks to Wadhwan Junction | 20-12-80 | *104·79 | 104·79 | | *Includes 1·21 miles of Dock estate line which is worked for goods traffic only. |
| *Branches*— | | | | | |
| *Dhasa branch*— | | | | | |
| Dhola to Dhasa | 19-1-81 | 15·33 | 15·33 | | |
| *Kundla extension.* | | | | | |
| Dhasa to Liliamota | 1-10-11 | 20·80 | | | |
| Liliamota to Savar Kundla | 17-3-12 | 15·00 | 35·80 | | |
| *Palitana branch*— | | | | | |
| Sihor to Palitana | 16-11-10 | 16·92 | 16·92 | | |
| *Jasdan extension*— | | | | | |
| Botad to Vinchhia | 15-5-13 | 18·41 | | | |
| Vinchhia to Jasdan | 15-9-13 | 15·06 | 33·47 | | |
| TOTAL | ... | ... | ... | 206·31 | |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 41½-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers. The line between Bhavnagar City and mile 63/3½ on the main line has been renewed with 50-lb. flat-footed rails, except in station yards. The Jasdan extension is laid with 40-lb. flat-footed rails and the Kundla extension, with second-hand 41½-lb. flat-footed rails, except 1·85 miles near Liliamota, which are laid with new 40-lb. flat-footed rails.

*Ballast.*—The line is ballasted with broken stone, with the exception of the length between Chuda and Wadhwan, which is ballasted with kunkur. Newly opened lines are ballasted with stone in cuttings and moorum in banks.

*Fencing.*—The line is practically unfenced.

*Curves.*—The sharpest curve is of 1,000 feet radius.

*Gradients.*—On the main line the ruling gradient is 1 in 200, except for about 10 chains near the Ranpur Bhogawa bridge where it is 1 in 100. Between Sihor and Palitana it is 1 in 100; between Dhasa and Savar Kundla, 1 in 125 and between Botad and Jasdan, 1 in 150.

**Agreement—**

Nil.—The line is owned and worked by the Bhavnagar State.

**Statistics of working—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1911 | 157·95 | 89,52,481 | 14,58,671 | 9,07,436 | 10·14 | 178 | 37·79 |
| 1912 | 173·17 | 1,09,63,812 | 14,65,875 | 7,71,271 | 7·03 | 163 | 47·39 |
| 1st qr. of 1913 | 172·66 | 1,09,92,709 | 3,67,171 | 1,93,685 | 1·76 | 164 | 47·25 |
| 1913-14 | 206·31 | 1,12,27,133 | 14,42,964 | 7,38,766 | 6·58 | 135 | 48·80 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 14}}{\text{Sub-heads (a) and (b)}}$. **BHAVNAGAR RAILWAY SYSTEM—*concld.***

**14 (*b*) Dhrangadra railway** (3′ 3⅜″ gauge)—

This line was constructed for the Native State of Dhrangadra (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked by the Bhavnagar railway.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Wadhwan Junction to Dhrangadra | 1-6-98 | 20·63 | 20·63 | |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— Dhrangadra to Halvad (sanctioned on 26th September 1913) | ... | 19·80 | 19·80 | |
| GRAND TOTAL | .... | ... | ... | 40·43 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar and jodka sleepers.

*Ballast.*—The ballast used is of broken sandstone.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 1,400 feet radius.

*Gradients.*—The ruling gradient is 1 in 175.

**Agreement—**

Provisional agreement, dated the 22nd February 1911, *between the Bhavnagar and Dhrangadra States*, as to the maintenance, management and working of the Dhrangadra railway.

**Main provisions of agreement—**

(i) *Land.*—Provided by the Dhrangadra Durbar free of cost.

(ii) *Government aid.*—Nil.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } Forty per cent of gross earnings (subject to a biennial revision), *plus* 5 per cent for hire of rolling-stock and, in addition, actual expenditure on the maintenance of way, works and stations. The forty per cent is subject to reduction to 35 per cent when the earnings per mile per week exceed Rs. 50.

(v) *Rates and fares*—
(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, officials and Government stores.—
(*b*) Bullion and coin.— } The same as are, for the time being in force on the Bhavnagar railway.

(vii) *Power of Government to determine agreement.*—Not specified.

(viii) *Power of Durbar to determine agreement.*—
(ix) *Power of Bhavnagar railway to determine agreement.*— } Not specified pending new agreement.

(x) *Term of agreement.*—To be fixed hereafter.

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| | TABLE I. | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 20·83 | 5,87,117 | 47,516 | 15,446 | 2·63 | 44 | 67·49 |
| 1905 | 20·83 | 5,86,695 | 49,043 | 13,375 | 2·28 | 45 | 72·73 |
| 1906 | 20·83 | 5,86,791 | 65,121 | 25,707 | 4·38 | 60 | 60·52 |
| 1907 | 20·83 | 5,87,610 | 66,614 | 24,953 | 4·25 | 61 | 62·54 |
| 1908 | 20·83 | 5,85,164 | 53,131 | 17,756 | 3·03 | 49 | 66·58 |
| 1909 | 20·83 | 5,85,705 | 60,202 | 18,564 | 3·17 | 56 | 69·16 |
| 1910 | 20·83 | 5,86,796 | 83,692 | 34,208 | 5·83 | 77 | 59·13 |
| 1911 | 20·83 | 5,85,335 | 93,689 | 43,546 | 7·44 | 86 | 53·51 |
| 1912 | 20·63 | 5,85,335 | 73,811 | 32,286 | 5·52 | 69 | 56·26 |
| 1st qr. of 1913 | 20·63 | 5,85,336 | 20,403 | 6,389 | 1·09 | 76 | 68·68 |
| 1913-14 | 20·63 | 5,81,236 | 87,181 | 42,648 | 7·34 | 81 | 51·06 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 15}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM—**

*Chairman.*—Lieut.-Colonel Alfred Glynn Begbie.

*Managing Director.*—Walter Home, Esq., C.I.E.

*Offices.*—199, Gresham House, Old Broad Street, London, E.C.

*Date of registration of the Company.*—21st July 1896.

**Lines comprised in the system.**—The Burma railways system is made up of—

| | Open line. | Under construction or sanctioned for construction. | Total. |
|---|---|---|---|
| | Miles. | Miles. | Miles. |
| (*a*) Burma railways (3′ 3½″ gauge) | 1,341·85 | ... | 1,341·85 |
| (*b*) Burma railways extensions (3′ 3½″ gauge) | 186·93 | 66·25 | 253·18 |
| (*c*) Southern Shan States railway (3′ 3½″ gauge) | 23·00 | 82·04 | 105·04 |
| Total | 1,551·78 | 148·29 | 1,700·07 |

**15 (*a*) Burma railways** (3′ 3½″ gauge)—

The Burma Railways Company was formed in 1896 for the purpose of taking over the working of the then existing system of State railways (3′ 3½″ gauge) in Burma and extending it by the construction of other lines, particularly one from Mandalay to Kunlong. The railways taken over by the Company from Government on the 1st September 1896 comprised the following lines:—Rangoon to Prome on the Irrawaddy river; Rangoon to Mandalay, and thence to the bank of the Irrawaddy, opposite Sagaing; and Sagaing to Myitkyina and a branch to Katha, whence there is communication by river with Bhamo.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| IRRAWADDY SECTION— | | | | | |
| Rangoon to Prome | 2-5-77 | 161·00 | 161·00 | | |
| SITTANG SECTION— | | | | | |
| *Main Line*— | | | | | |
| Rangoon to Nyaunglebin | 4-2-84 | 26·00 | | | |
| Nyaunglebin to Toungoo | 1-7-85 | 73·00 | 166·00 | | |
| *Branches*— | | | | | |
| Suburban lines* | 1-3-90 | 6·00 | | | |
| | 15-7-90 | 3·00 | | | |
| Malagon to Bauktaw† | 25-8-11 | 1·70 | 10·70 | | *Worked for goods traffic only. |
| MANDALAY SECTION— | | | | | |
| *Main Line*— | | | | | |
| Toungoo to Pyinmana | 1-5-88 | 59·00 | | | †Worked for passenger traffic only. |
| Pyinmana to Yamethin | 15-11-83 | 49·00 | | | |
| Yamethin to Mandalay | 1-3-89 | 112·00 | 220·00 | | |
| *Branches*— | | | | | |
| *Myingyan branch*— | | | | | |
| Thazi to Meiktila | 10-5-98 | 12·89 | | | |
| Meiktila to Myingyan | 15-11-99 | 57·21 | 70·10 | | |
| *Mandalay Shore branch*— | | | | | |
| Mandalay to Mandalay shore* | 13-4-89 | 2·50 | 2·50 | | |
| MU VALLEY SECTION— | | | | | |
| *Main line*— | | | | | |
| Myohaung to Amarapura shore | 22-11-91 | 6·00 | | | |
| Sagaing to Shwebo | 1-7-91 | 53·05 | | | |
| Shwebo to Wuntho | 4-4-92 | 99·46 | | | |
| Wuntho to Nankan | 1-11-94 | 15·46 | | | |
| Nankan to Mohnyin | 21-10-95 | 74·35 | | | |
| Mohnyin to Mogaung | 1-3-96 | 52·34 | | | |
| Mogaung to Myitkyina | 1-1-98 | 36·63 | 337·29 | | |
| *Branches*— | | | | | |
| *Sagaing-Alon branch*— | | | | | |
| Ywatanng to Alon | 15-4-00 | 70·46 | 70·46 | | |
| *Katha branch*— | | | | | |
| Naba to Katha | 2-10-95 | 15·00 | 15·00 | | |
| MANDALAY-KUNLONG SECTION— | | | | | |
| Myohaung to Sedaw | 1-1-98 | 13·45 | | | |
| Sedaw to Maymyo | 1-4-00 | 26·10 | | | |
| Maymyo to Nawnghkio | 20-5-00 | 34·10 | | | |
| Nawnghkio to Hsipaw | 1-6-01 | 53·25 | | | |
| Hsipaw to Lashio | 1-3-03 | 50·94 | 177·84 | | |
| Carried over | ... | ... | ... | 1,230·89 | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM**—*contd.*

**15 (*a*) Burma railways** (3′ 3⅜″ gauge)—*contd.*

**Progress in opening**—*concld.*

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| Brought forward | ... | ... | ... | 1,230·89 | |
| BASSEIN-HENZADA-LETPADAN SECTION— | | | | | |
| Suburban line at Bassein* | 15-1-04 | 3·18 | | | * Worked for goods traffic only. |
| Bassein to Henzada | 15-12-03 | 82·25 | | | |
| Henzada to Henzada shore | 20-3-03 | 2·46 | | | |
| Tharawaw on the east bank of the Irrawaddy river to Letpadan | 20-3-03 | 23·07 | | | |
| | | | 110·96 | 110·96 | |
| TOTAL | ... | ... | ... | 1,341·85 | |
| DOUBLE LINE— | | | | | |
| *Irrawaddy section*— | | | | | |
| Rangoon to Kemmendine | 30-10-89 | 3·50 | | | |
| Kemmendine to Insein | 10-1-90 | 5·50 | | | |
| Insein to Hlawga | 25-8-05 | 7·92 | | | |
| Hlawga to Mogyobyit | 1-10-07 | 3·25 | | | |
| Mogyobyit to Hmawbi | 23-11-07 | 4·13 | | | |
| Hmawbi to Wanetchaung | 14-2-08 | 5·00 | | | |
| | | | 29·30 | | |
| *Sittang section*— | | | | | |
| Rangoon to Pasundaung | 1-6-01 | 0·70 | | | |
| Pasundaung to Thingangyun | 19-4-05 | 3·40 | | | |
| Thingangyun to Togyaunggale | 2-1-10 | 2·71 | | | |
| Togyaunggale to Tewainggyi | 20-11-07 | 4·08 | | | |
| Tewainggyi to Ledaunggan | 23-11-07 | 4·71 | | | |
| Ledaunggan to Dabein | 10-1-08 | 6·09 | | | |
| Dabein to Tongyi | 3-1-10 | 7·75 | | | |
| Tongyi to Kyauktan | 4-1-09 | 4·06 | | | |
| Kyauktan to Payathonzu | 15-2-09 | 8·26 | | | |
| Payathonzu to Pegu | 4-1-09 | 3·51 | | | |
| | | | 45·87 | | |
| *Pegu-Pyuntaza section*— | | | | | |
| Pegu to Shwehle | 10-8-11 | 5·57 | | | |
| Shwehle to Payagyi | 26-5-11 | 4·91 | | | |
| Payagyi to Pyinbongyi | 29-5-11 | 7·33 | | | |
| Pyinbongyi to Kadok | 1-9-11 | 6·25 | | | |
| Kadok to Paungdawthi | 2-10-11 | 4·73 | | | |
| Paungdawthi to Deiku | 26-5-11 | 5·30 | | | |
| Deiku to Pyuntaza | 3-8-11 | 6·73 | | | |
| | | | 41·22 | | |
| *Mandalay section*— | | | | | |
| Myohaung to Mandalay | 3-10-99 | 2·45 | | | |
| | | | 2·45 | | |
| TOTAL DOUBLE LINE | ... | ... | ... | 118·94 | |

**Details of construction**—

*Permanent-way.*—The rails in use on the system are 60-lb., 50-lb. and 41¼-lb. flat-footed steel. The sleepers throughout are of Burma teak, pynkado, Thitya, Engyin and Australian hard woods; pynkado largely predominating.

*Ballast.*—The ballast used is either shingle or broken stone.

*Fencing.*—The main line, from Prome to Rangoon and Rangoon to Mandalay, and the Bassein-Henzada line are fenced. The Mu Valley line is generally unfenced, except at stations. The Lashio, Myingyan and the Sagaing-Alon branches are unfenced, except at certain stations.

*Curves.*—On the main line (Rangoon to Mandalay), the sharpest curve has a radius of 573 feet, on the Rangoon-Prome section, of 1,146 feet. The sharpest curves on the Bassein-Henzada, Letpadan-Tharawaw, Thazi-Myingyan and Sagaing-Alon branches have radii of 955, 1,432, 1,273 and 2,865 feet, respectively; on the Lashio branch, of 337 feet; on the Mu Valley line, from Sagaing to Myitkyina, including the Katha branch, of 573 feet.

*Gradients.*—The ruling gradient on the main line from Prome to Rangoon and Rangoon to Mandalay and Myohaung to Amarapura shore is 1 in 200, except for a short length at mile 124 on the Prome branch, where it is 1 in 150; on the Mu Valley section, from Sagaing to Kaubalu, 1 in 200 uncompensated, from Kaubalu to Naba 1 in 100, and Naba to Myitkyina, 1 in 100 uncompensated, with a banking section, from Mawhan to Mohnyin, of 1 in 60 uncompensated. On the Lashio branch it is 1 in 25 compensated between Sedaw and Thondaung, and 1 in 40 compensated, between Thondaung and Lashio; on the Myingyan branch, 1 in 100 uncompensated; on the Sagaing-Alon branch 1 in 150 uncompensated; and on the Katha branch 1 in 50 uncompensated. Between Letpadan and Tharawaw and Henzada and Bassein, it is 1 in 200.

**Contracts**—

Contract, dated the 9th March 1897 (called the principal contract), *between the Secretary of State and the Burma Railways Company*, as to taking over the Burma railways, the construction of other railways and their maintenance, management and working.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$ **BURMA RAILWAYS SYSTEM—*contd.***

**15 (*a*) Burma railways (3′ 3¾″ gauge)—*contd.***

**Contracts—*concld.***

Contract, dated the 6th February 1902, (supplemental to the contract of 1897), *between the Secretary of State and the Burma Railways Company*, as to the issue of debenture stock of £1,250,000.

Contract, dated the 5th May 1903 (supplemental to the contract of 1897), *between the Secretary of State and the Burma Railways Company*, as to the adoption of 1*s.* 4*d.* as the "prescribed" rate of exchange.

Contract, dated the 22nd February 1907 (supplemental to the contracts of 1897 and 1903), *between the Secretary of State and the Burma Railways Company*, as to the construction, maintenance, management and working of the Pegu-Moulmein and Henzada-Kyangin extensions and the Daga loop line.

Contract, dated the 23rd February 1907 (supplemental to the contracts of 1897, 1902 and 1903), *between the Secretary of State and the Burma Railways Company*, regarding advances of capital amounting to Rs. 85 lakhs in 1903 to 1906.

Contract, dated the 9th June 1909 (supplemental to the contracts of 1897, 1902, 1903 and the 22nd and 23rd February 1907), *between the Secretary of State and the Burma Railways Company*, as to the conditions on which the Company was authorised to increase its share capital by £1,900,000 and other matters.

Letter from the Burma Railways Company No. 523 (General), dated the 28th March 1911, to the Under Secretary of State for India; Letter from the India Office No. P. W. 596, dated the 18th April 1911, to the Burma Railways Company; } as to the provision of funds to meet further capital expenditure on the Burma railways.

Letter from the Burma Railways Company No. 591 (General), dated the 13th March 1913, to the Under Secretary of State for India, accepting the proposal that advances made by the Secretary of State on and subsequent to 1st April 1913 should bear interest at 4 per cent per annum.

Contract, dated the 7th April 1913, (read as part of the supplementary contract of 22nd February 1907) *between the Secretary of State and the Burma Railways Company*, defining the manner in which the earnings of the Burma Railways Extensions shall be ascertained and in particular the proper apportionment of receipts and expenditure in connection with through traffic and of expenses of stations common to the Burma Railways and the Burma Railways Extensions.

Contract, dated the 24th March 1914 (supplemental to the contracts of 1897, 1902, 1903, the 22nd and 23rd February 1907 and 1909) *between the Secretary of State and the Burma Railways Company*, as to the adoption of the Government financial year for the preparation of accounts.

**Main provisions of contracts—**

(i) *Land.*—To be provided by Government at the cost of capital, subject, as regards land outside British territory, to the condition that it can be acquired on reasonable terms.

(ii) *Government aid.*—The Government undertake to pay interest—

(*a*) at 2½ per cent per annum on the Company's share capital of £2,000,000 raised under the contract of the 9th March 1897 (with an additional ¼ per cent per annum up to and inclusive of the 1st July 1901);

(*b*) at 3 per cent per annum on £1,250,000 raised by the Company by the issue of debenture stock under the contract of the 6th February 1902; and

(*c*) at 2½ per cent per annum on the Company's additional share capital of £1,000,000 (excluding the premium thereon which realized £20,000) raised under the contract of the 9th June 1909.

(iii) *Distribution of profits.*—The net receipts of each year are applied in payment to Government of—

(*a*) interest at 3 per cent per annum on the Company's debenture stock of £1,250,000;
(*b*) interest at 2½ per cent per annum on the Company's share capital of £3,000,000; } paid half-yearly to the company by Government;

(*c*) interest at 2½ per cent per annum on the Government assumed capital; and

(*d*) interest on capital overdrawn by Company up to the 31st March 1913 at 3¾ per cent per annum and thereafter at 4 per cent. per annum.

The surplus profits, after allowing for interest in any year ending on a 31st March, are to be divided in the ratio of the Government and Company's capital, which, for the purpose of this division, has been stated at £5,750,000 and £3,000,000, respectively, and works out to $\frac{23}{35}$ths to the former and $\frac{12}{35}$ths to the latter.

(iv) *Rates and fares.*—Maxima and minima for the different classes and descriptions of services and terminals to be approved by the Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—To be conveyed on the same general conditions as on other 3′ 3¾″ gauge State railways, and at rates to be approved by the Government.

(*b*) Government bullion and coin, and the persons in charge thereof.—To be conveyed at special rates approved by the Government.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads } (a) \text{ to } (c)}$. **BURMA RAILWAYS SYSTEM—*contd.***

**15 (*a*) Burma railways (3′ 3⅜″ gauge)—*concld.***

**Main provisions of contracts—*concld.***

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months' previous notice, determine the contract as to the Company's undertaking on the 31st December 1928, or on the 31st December 1935, or on the 31st December 1941, or on the 31st December of any succeeding tenth year. On the determination of the contract from any cause, the Government is to repay to the Company in sterling at par the capital raised by the latter, and also to take over the liability of the Company in respect of the debenture stock.

As to the determination of the contract of the 22nd February 1907, as to the construction and working of new branches, see 15 (*b*), Burma railways extensions (3′ 3⅜″ gauge).

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—None specified.

**Statistics of working** (Those for the periods prior to 1897 will be found in Appendix 38 to the Report for 1907.)—

| | Table I. | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Company's share of surplus profits (based on terms of contract) *attributable to each year.* | Gain or loss to the State *pertaining to each year.* | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | |
| 1897 . | 886·50 | 8,73,31,890 | 86,76,403 | 38,82,673 | 4·45 | 38,31,674 | 1,18,696* | −62,697 | 188 | 55·25 |
| 1898 . | 936·13 | 9,24,93,509 | 89,91,451 | 37,88,523 | 4·10 | 39,49,899 | 1,94,988 | −3,56,364 | 185 | 57·87 |
| 1899 . | 993·34 | 10,11,17,647 | 88,25,724 | 35,78,407 | 3·54 | 38,35,209 | 1,67,935 | −4,24,737 | 179 | 59·45 |
| 1900 . | 1,124·00 | 11,03,96,635 | 1,10,29,947 | 48,94,824 | 4·43 | 38,49,026 | 4,22,384 | +6,23,414 | 196 | 55·62 |
| 1901 . | 1,177·70 | 11,99,22,408 | 1,18,85,329 | 49,89,656 | 4·16 | 40,41,108 | 4,38,924 | +5,09,624 | 198 | 58·02 |
| 1902 . | 1,260·50 | 12,70,23,590 | 1,25,02,671 | 52,72,683 | 4·15 | 43,94,823 | 4,49,065 | +4,28,795 | 203 | 57·83 |
| 1903 . | 1,336·97 | 13,01,31,876 | 1,36,14,478 | 52,19,322 | 4·01 | 44,06,500 | 4,37,976 | +3,74,846 | 198 | 61·66 |
| 1904 . | 1,340·15 | 13,34,32,891 | 1,51,02,418 | 65,70,760 | 4·92 | 44,71,268 | 6,90,759 | +14,08,733 | 217 | 56·49 |
| 1905 . | 1,340·15 | 13,55,91,056 | 1,57,75,957 | 61,81,063 | 4·56 | 45,35,974 | 6,02,907 | +10,42,182 | 226 | 60·82 |
| 1906 . | 1,340·15 | 13,97,87,368 | 1,57,33,205 | 58,61,913 | 4·19 | 46,13,499 | 5,28,858 | +7,19,556 | 226 | 62·74 |
| 1907 . | 1,340·15 | 14,50,55,112 | 1,66,16,416 | 59,31,463 | 4·09 | 43,49,484 | 5,21,825 | +10,60,154 | 238 | 64·30 |
| 1908 . | 1,340·15 | 15,13,95,482 | 1,79,07,641 | 71,74,075 | 4·74 | 46,94,333 | 7,61,052 | +17,18,690 | 257 | 59·94 |
| 1909 . | 1,340·15 | 15,50,28,745 | 1,83,49,539 | 66,59,920 | 4·30 | 44,55,997 | 9,70,207 | +12,33,716 | 263 | 63·70 |
| 1910 . | 1,340·15 | 16,04,60,604 | 1,85,32,674 | 71,60,233 | 4·46 | 49,39,611 | 11,39,494 | +10,81,128 | 266 | 61·36 |
| 1911 . | 1,341·85 | 16,48,65,768 | 1,92,44,330 | 66,72,090 | 4·05 | 49,91,981 | 9,71,526 | +7,08,583 | 276 | 65·33 |
| 1912 . | 1,341·85 | 17,01,08,309 | 2,02,44,872 | 81,76,037 | 4·81 | 51,39,866 | 14,53,557 | +15,62,594 | 290 | 59·61 |
| 1st qr. of 1913. | 1,341·85 | 17,10,28,173 | 68,77,451 | 29,30,035 | 2·30 | 13,07,826 | 10,02,157 | +16 20,052 | 394 | 42·86 |
| 1913-14. | 1,341·85 | 17,48,43,821 | 2,24,77,905 | 1,04,50,766 | 5·98 | 54,01,568 | 21,70,845 | +28,78,353 | 322 | 53·50 |

* From 1st September 1896 to 31st December 1897.

**15 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—**

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Pegu-Moulmein extension*— | | | | |
| Pegu to Moulmein | 25-9-07 | 121·27 | 121·27 | |
| *Henzada-Kyangin extension*— | | | | |
| Henzada to Danbi | 1-7-07 | 13·50 | | |
| Danbi to Kyangin | 14-12-08 | 52·16 | 65·66 | |
| TOTAL OPEN MILEAGE | ... | ... | ... | 186·93 |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| *Daga loop*— | | | | |
| Neikban to Begayet (sanctioned on 1st June 1906) | ... | 66·25 | 66·25 | 66·25 |
| GRAND TOTAL | ... | ... | ... | 253·18 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

**Number** $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM**—*contd.*

**15 (*b*) Burma railways extensions** (3′ 3½″ gauge)—*contd.*

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 50-lb. flat-footed steel rails laid principally on pynkado sleepers.

*Ballast.*—The ballast consists chiefly of broken stone and shingle.

*Fencing.*—The Pegu-Moulmein extension is fenced but not the Henzada-Kyangin extension. Level crossings are provided with either gates or chains and posts.

*Curves.*—The radius of the sharpest curve on the Pegu-Moulmein section is 1,058 feet and that on the Henzada-Kyangin section is 1,432 feet.

*Gradients.*—The ruling gradient is 1 in 300, uncompensated, on the Pegu-Moulmein extension and 1 in 200, uncompensated, on the Henzada-Kyangin extension;

**Contracts—**

Contract, dated the 22nd February 1907 (supplemental to the contracts of 1897 and 1903, noted under 15 (*a*), Burma railways proper), *between the Secretary of State and the Burma Railways Company*, as to the construction, maintenance, management and working as State railways of the Pegu-Moulmein and Henzada-Kyangin extensions and the Daga loop line.

Letter from the Burma Railways Company No. 568 (General), dated the 8th October 1912, to the Under Secretary of State for India, agreeing to the adoption of the financial year from 1st April 1913 for purposes of accounts

Contract, dated the 7th April 1913, (read as part of the supplementary contract of 22nd February 1907) *between the Secretary of State and the Burma Railways Company*, defining the manner in which the earnings of the Burma Railways Extensions shall be ascertained and in particular the proper apportionment of receipts and expenditure in connection with through traffic and of expenses of stations common to the Burma Railways and Burma Railways Extensions.

**Main provisions of contracts—**

(i) *Land.*—As under 15(*a*), Burma railways (3′ 3½″ gauge).

(ii) *Government aid.*—All moneys required for the purposes of the extensions shall be supplied by the Secretary of State according to such arrangements as shall from time to time be made between the Secretary of State and the Company.

(iii) *Terms of working.*— } Separate half-yearly accounts are kept for (*a*) the whole of the Com-
(iv) *Distribution of profits.*— } pany's system and (*b*) for each of the extensions, except in regard to the Revenue Abstracts B. to G. inclusive and sub-head I of Abstract A. which are for the system as a whole. The total working expenses of the whole system, including the first bonus of 50 per cent payable on deposits in the Railway Provident Fund, are divided between each of the extensions and the rest of the Company's system in the ratio of their respective gross earnings, and the share of expenses so attributed, together with the maintenance expenditure relating exclusively thereto under sub-heads II to VII of Abstract A, are deemed to be the actual working expenses of each. After deducting from the gross earnings the working expenses so arrived at, the balance forms the net earnings. From the net earnings are deducted such sums as may under the rules be payable to the Company's Provident Institution as a second bonus, and the remainder constitutes the "net revenue receipts."

The net revenue receipts for each complete financial year are applied in payment of interest at 3½ per cent per annum on the total capital outlay on each extension (including the value of land), and the mileage share of interest on the main line stores and stores suspense balances; and the residue, if any, is divided between the Government and the Company in the proportion of ¾ths to the former and ¼th to the latter.

(v) *Rates and fares.*—As under 15(*a*), Burma railways (3′ 3½″ gauge).

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } As under 15(*a*), Burma railways (3′ 3½″ gauge).

(vii) *Power of the Government to determine contract.*— } The contract may be determined on twelve
(viii) *Power of the Company to surrender contract.*— } months' notice given by either party to the other on the 30th June next following the expiration of the period of five years from the date of opening of the last section of the extensions, or on the 30th June of any subsequent fifth year. If the principal contract [noted under 15(*a*), Burma railways (3′ 3½″ gauge)] shall at any time be determined by virtue of its provisions, then this contract shall also thereupon cease and determine. On the failure by the Company effectually to remedy any breach of this contract or of its stipulations or provisions within six months after due notice shall have been given by the Secretary of State in England, he may, on the expiration of six months or later, determine the contract by giving to the Company in England notice in writing of such determination.

Upon the determination of the contract the Company shall give possession to the Government of the new lines, all property belonging thereto and all moneys then payable, after which the Government shall indemnify the Company against all debts and liabilities as may have been incurred with the sanction of Government and be then subsisting on account of the new lines.

(ix) *Term of contract* [*if not determined under* (vii) *and* (viii)].—Not specified.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 15}}{\text{Sub-heads (a) to (c)}}$. **BURMA RAILWAYS SYSTEM**—*concld.*

### 15 (*b*) Burma railways extensions (3′ 3⅜″ gauge)—*concld.*

**Statistics of working—**

| Year. | Table I. Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest | Company's share of surplus profits (based on terms of contract) *attributable to each year.* | Gain or loss to the State *pertaining to each year.* | Table II. Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | | Rs. | Rs. | |
| 1907 . | 134·77 | 1,64,71,233 | 1,68,518 | 70,441 | 0·43 | 2,10,263 | ... | —1,39,822 | 82 | 58·20 |
| 1908 . | 186·93 | 1,99,85,700 | 9,01,008 | 4,55,558 | 2·23 | 6,96,054 | ... | —2,40,496 | 93 | 49·44 |
| 1909 . | 186·93 | 2,11,46,631 | 11,19,902 | 4,27,510 | 2·02 | 6,97,884 | ... | —2,70,374 | 115 | 61·83 |
| 1910 . | 186·93 | 2,13,87,484 | 12,92,969 | 4,75,061 | 2·22 | 7,10,276 | ... | —2,35,215 | 123 | 63·26 |
| 1911 . | 186·93 | 2,15,43,179 | 14,26,979 | 5,23,234 | 2·43 | 7,28,480 | ... | —2,05,246 | 147 | 63·33 |
| 1912 . | 186·93 | 2,19,58,911 | 16,49,154 | 6,95,299 | 3·17 | 7,42,258 | 9,885 | —56,794 | 170 | 57·84 |
| 1st qr. of 1913. | 186·93 | 2,19,56,599 | 5,53,863 | 2,81,408 | 1·28 | 1,86,586 | 23,163 | +71,659 | 228 | 49·19 |
| 1913-14. | 186·93 | 2,20,24,165 | 21,84,418 | 10,16,827 | 4·62 | 7,65,057 | 78,717 | +1,73,053 | 225 | 53·45 |

### 15 (*c*) Southern Shan States railway (3′ 3⅜″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Thazi to Kywedatson | 15-6-12 | 16·05 | | |
| Kywedatson to Yinmabin | 20-8-13 | 6·95 | | |
| TOTAL OPEN MILEAGE | ... | ... | 23·00 | |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Yinmabin to Yawnghwe (sanctioned on 23rd July 1909) | ... | 82·04 | | |
| | | | 82·04 | |
| GRAND TOTAL | | | | 105·04 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 60-lb. and 50-lb. flat-footed steel rails laid on pynkado, Thitya, Engyin and steel transverse peapod sleepers.

*Ballast.*—The ballast consists of stone and shingle.

*Fencing.*—Except at stations, the line is unfenced.

*Curves.*—The radius of the sharpest curve on the open section is 1,146 feet.

*Gradients.*—The ruling gradient on the open portion is 1 in 100.

**Contract—**

The construction of the line is being carried out for the State by the Burma Railways Company who is also working the open section pending the settlement of the question of permanent working of the whole line.

**Statistics of working—**

| Year. | Table I. Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Table II. Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1912 . . . | 16·05 | 83,94,878 | 11,090 | 7,927 | 0·09 | 25 | 28·52 |
| 1st qr. of 1913 . | 16·05 | 97,96,426 | 5,797 | 3,635 | 0·04 | 28 | 37·28 |
| 1913-14 . . | 23·00 | 1,32,95,785 | 38,020 | —6,046 | ... | 28 | 118·31 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 16}}{\text{Sub-heads (a) and (b)}}$. **DIBRU-SADIYA RAILWAY SYSTEM—**

*Chairman.*—The Lord Ribblesdale.
*Secretary.*—S. Maclean Jack, Esq.
*Offices.*—Blomfield House, 85, London Wall, London, E.C.
*Date of registration of the Company.*—30th July 1881.

**Lines comprised in the system.**—The Dibru-Sadiya railway system is made up of—

| | Miles. |
|---|---|
| (*a*) Dibru-Sadiya railway (3′ 3½″ gauge) | 86·02 |
| (*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3½″ gauge) | 5·50 |
| Total | 91·52 |

**16 (*a*) Dibru-Sadiya railway (3′ 3½″ gauge)—**

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line*— | | | | |
| Lower steamer ghat on the left bank of the Brahmaputra river, near Dibrugarh Bazar, eastward as far as the Dinjan stream | 15-8-83 | 15·00 | | |
| Dinjan stream to Makum Junction | 16-7-83 | 23·50 | | |
| Makum Junction to Dihing bridge | 2-5-84 | 23·00 | | |
| | | | 61·50 | |
| *Saikhoa Ghat branch*— | | | | |
| Makum Junction to Dum-Duma | 2-5-84 | 10·00 | | |
| Dum-Duma to Talap | 5-2-85 | 6·00 | | |
| Talap to Saikhoa Ghat | 1-5-10 | 8·52 | | |
| | | | 24·52 | |
| TOTAL | ... | ... | ... | 86·02 |

**Details of construction—**

*Permanent-way.*—The main line is laid for 18 miles with 60-lb. and for the remainder of its length with 50-lb. flat-footed steel rails on sál, nahor and uriam sleepers and cast iron plates of the Denham-Olpherts' type. The Dum-Duma-Talap section of the Saikhoa Ghat branch is laid for 14 miles with 50-lb. section rails and the remainder with 41½-lb. flat-footed steel rails on uriam sleepers and the Talap-Saikhoa Ghat section is laid for 3½ miles with 50-lb. rails and for the remainder with 41½-lb. rails, all on uriam sleepers.

*Ballast.*—The line is partially ballasted with broken stone.

*Fencing.*—The line is unfenced, with the exception of a short length at Dibrugarh.

*Curves.*—The sharpest curve is of 700 feet radius.

*Gradients.*—The ruling gradient is 1 in 150 on the main line and 1 in 100 on the Saikhoa Ghat branch.

**Contracts—**

Dated the 26th May 1880, *between the Secretary of State and the Assam Railway Company*, subsequently called the Assam Railways and Trading Company, as to the construction, maintenance, management and working of the Dibru-Sadiya railway with branches, as modified by—

Letter, *from the India Office to the Company's London Board*, No. 2193, dated the 13th December 1898, and

Letter, *from the India Office to the Company's London Board*, No. 2731, dated the 23rd December 1901.

Dated the 25th July 1881, *between the Secretary of State and the Assam Railways and Trading Company*, modifying the contract of 1880 and providing that the Company shall have the preferential option for the construction and working of any other line(s), in the Luckimpore District—an option which has since been surrendered in consideration of an undertaking by the Secretary of State that the Government right of purchase shall not be exercised until after 1910, *vide* letter from the India Office to the Company's London Board, No. 2193, dated the 13th December 1898.

Letter No. $\frac{223}{1758}$ P.W., dated the 31st March 1905, *from the Honourable the Chief Commissioner of Assam to the Government of India in the Department of Commerce and Industry*;
Telegram No. R. P. 5, dated the 11th May 1905, *from the Railway Board to the Honourable the Chief Commissioner of Assam*;
} as to the construction of the extension from Talap to Saikhoa Ghat.

**Main provisions of contracts—**

(i) *Land.*—Provided by the Government free of cost to the Company.

(ii) *Government aid.*—Annual subsidy for 20 years from date of opening, not exceeding Rs. 80,000 in any one year, or such smaller sum as, added to net earnings, will make up 5 per cent on paid-up capital (exclusive of cost of Makum Branch).

Annual subsidy on Makum Branch for 20 years from date of opening, not exceeding Rs. 20,000 in any one year, or such smaller sum as, added to the net earnings of the branch, will make up 5 per cent on the capital cost.

Annual subsidy on the Talap-Saikhoa Ghat extension for 10 years from date of opening at the rate of Rs. 600 per mile.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 16}}{\text{Sub-heads (a) and (b)}}$. **DIBRU-SADIYA RAILWAY SYSTEM—*contd.***

**16 (*a*) Dibru-Sadiya railway** (3′ 3⅜″ gauge)—*concld.*

**Main provisions of contracts**—*concld.*

The subsidies are subject to deduction if the Company fail to keep the line in good order and properly equipped, and to work it.

(*Note*—The period of subsidy, for the whole line, terminated as from the 30th June 1903, *vide* letter from the Chief Commissioner of Assam in the Public Works Department, to the Examiner of Public Works Accounts, Assam, No. 1739-P. W./2898, dated the 11th June 1894.)

(iii) *Distribution of profits.*—All the profits go to the Company.

(iv) *Rates and fares.*—To be approved by the Government. If, after five years from the date of opening of the main line, the net profits of the Company exceed 12 per cent of their paid-up capital, the Government may require the Company to make such reduction in their rates and fares as shall not lead to a diminution of the net profits below 12 per cent.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, high Government officials and Government stores.—To be conveyed at rates to be agreed upon from time to time, not exceeding those now paid in the district concerned.

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vi) *Power of the Government to determine contract.*—If the Company fail, for a period extending over six months, to observe its obligations, the Government may determine the contract and call upon the Company to restore the land, &c., made over to it.

Under the contract the Government has the option of purchasing the railway, and its rolling-stock and other equipments and property of the Company, at intervals of five years commencing with the expiration of the first five years from the date of opening, on giving one year's notice and paying 20 per cent in excess of the value of the property as a dividend-paying investment.

*Note.*—It has been agreed, however, that the right of purchase shall not be exercised before 1921, and that the subsequent opportunities of purchase shall recur at intervals of ten years instead of five—*vide* India Office letter to the Company's London Board, No. 2731, dated the 23rd December 1901.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi) *or* (vii)].—None specified.

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| | TABLE I. | | | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Subsidy from local Government. | Total income. | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1904 . | 77·50 | 87,01,363 | 9,48,473 | 4,21,317 | 4·84 | ... | 4,21,317 | 4·84 | 235 | 55·58 |
| 1905 . | 77·50 | 87,31,147 | 9,54,293 | 4,32,053 | 4·95 | ... | 4,32,053 | 4·95 | 237 | 54·73 |
| 1906 . | 77·50 | 88,18,873 | 10,08,281 | 4,03,634 | 4·63 | ... | 4,08,634 | 4·63 | 250 | 59·47 |
| 1907 . | 77·50 | 89,99,076 | 10,39,442 | 3,90,987 | 4·34 | ... | 3,90,987 | 4·34 | 258 | 62·39 |
| 1908 . | 77·50 | 93,21,883 | 10,24,770 | 4,47,121 | 4·80 | ... | 4,47,121 | 4·80 | 254 | 56·37 |
| 1909 . | 77·50 | 95,64,604 | 11,09,679 | 4,84,171 | 5·06 | ... | 4,84,171 | 5·06 | 275 | 56·37 |
| 1910 . | 86·02 | 97,16,646 | 11,20,604 | 4,46,417 | 4·59 | ... | 4,46,417 | 4·59 | 278 | 60·16 |
| 1911 . | 86·02 | 1,03,06,044 | 11,88,873 | 4,30,708 | 4·18 | 5,112 | 4,35,820 | 4·23 | 266 | 63·77 |
| 1912 . | 86·02 | 1,06,29,497 | 13,06,470 | 5,61,887 | 5·29 | 5,112 | 5,66,999 | 5·33 | 293 | 57·05 |
| 1st qr. of 1913. | 86·02 | 1,06,58,110 | 3,57,078 | 1,58,839 | 1·49 | ... | 1,58,839 | 1·49 | 319 | 55·51 |
| 1913-14 . | 86·02 | 1,09,70,066 | 13,54,970 | 6,03,160 | 5·50 | 5,112 | 6,08,272 | 5·54 | 303 | 55·49 |

**16 (*b*) Ledo and Tikak-Margherita Colliery railway** (3′ 3⅜″ gauge)—

This line was constructed by the Assam Railways and Trading Company in 1883, under the sanction of a concession granted in an Indenture made with the Secretary of State on the 30th July 1881, and was used originally only for the purpose of bringing coal from the mines on the south bank of the Dihing river to connect with the Dibru-Sadiya railway. It was constituted a railway and its working was taken over by the Dibru-Sadiya railway from the 1st January 1897.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Dihing bridge to Ledo . . . . . | 17-2-84 | 5·50 | 5·50 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 16}}{\text{Sub-heads } (a) \text{ and } (b)}$. **DIBRU-SADIYA RAILWAY SYSTEM—*concld.***

### 16 (*b*) Ledo and Tikak-Margherita Colliery railway (3′ 3⅜″ gauge)—*concld.*

**Details of construction—**

*Permanent-way.*—The line is laid with 50-lb. flat-footed steel rails on uriam sleepers.
*Ballast.*—The line is ballasted with broken stone.
*Fencing.*—The line is unfenced.
*Curves.*—The sharpest curve is of 800 feet radius.
*Gradients.*—The ruling gradient is 1 in 100.

**Contract—**

Letter, *from the Government of India* in the Public Works Department, No. 623 R.T., dated the 6th August 1896, as to the carriage of goods over the Company's Colliery line and for the through booking of the same with stations on the Dibru-Sadiya railway.

Resolution by the *Government of India* in the Public Works Department, No. 234 R.T., dated the 11th March 1897, as to the application of the general rules for working open lines of railway to the Company's Colliery line.

Contract, dated the 26th February 1903, *between the Secretary of State and the Assam Railways and Trading Company*, as to the grant of a new lease to the Company for working the coal mines in the Makum coal-fields for a period of 30 years from the 30th July 1901 and for the exercise of the privileges granted in connection therewith.

**Main provisions of contract—**

(i) *Land.*—Mines and premises leased to the Company at a fixed half-yearly rental, or in lieu of such rent a certain royalty on the out-put of coal.
(ii) *Government aid.*—Nil.
(iii) *Terms of working.*—The maintenance charges are kept separate and are borne by the Colliery. All other charges for working the open line system are divided between the Dibru-Sadiya railway and the Colliery branch in proportion to their respective gross earnings. For hire of rolling-stock provided by the Dibru-Sadiya railway, 5 per cent of gross earnings are charged to the Colliery.
(iv) *Rates and fares.*—Certain station to station goods rates have been approved in the Government of India letter noted above.
(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.
(vi) *Power of the Government to determine contract.*—The Government may determine the contract and take possession of the mines if the Company fails to fulfil its obligations. On the termination of the contract the Government may purchase buildings and works at a fair valuation.
(vii) *Power of the Company to determine contract.*—The Company may determine the contract if the mines become destroyed or rendered unfit through any extraordinary casualty. On the termination of the contract the Company is to take away all machinery, etc., belonging to the mines and the railways or tramways constructed for the purpose of working the mines, unless the Government shall be willing to purchase the same.
(viii) *Power of the Company to surrender contract.*—Nil.
(ix) *Term of contract.*—30 years from 30th July 1901.

**Statistics of working** (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907).—

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Years. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 8·50 | 16,62,082 | 66,108 | 13,158 | 0·79 | 127 | 76·55 |
| 1905 | 8·50 | 16,78,156 | 59,439 | 27,210 | 1·62 | 134 | 54·22 |
| 1906 | 8·50 | 16,83,031 | 65,115 | 25,052 | 1·49 | 147 | 61·53 |
| 1907 | 8·50 | 16,94,069 | 60,036 | 22,762 | 1·34 | 136 | 62·09 |
| 1908 | 8·50 | 16,94,069 | 69,175 | 30,486 | 1·80 | 156 | 55·93 |
| 1909 | 5·50 | 16,94,069 | 79,905 | 34,891 | 2·06 | 219 | 56·33 |
| 1910 | 5 50 | 16,94,069 | 80,288 | 32,441 | 1·91 | 231 | 59·61 |
| 1911 | 5·50 | 16,94,069 | 83,118 | 30,429 | 1·80 | 291 | 63·39 |
| 1912 | 5·50 | 16,94,069 | 96,954 | 41,957 | 2·48 | 339 | 56·72 |
| 1st qr. of 1913 | 5·50 | 16,94,069 | 22,985 | 10,138 | 0·60 | 321 | 55·88 |
| 1913-14 | 5·50 | 16,94,069 | 92,068 | 40,821 | 2·41 | 322 | 55·66 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

**Number** $\frac{\text{Main head 17}}{\text{Sub-heads (a) to (c)}}$. **GONDAL-PORBANDAR RAILWAY SYSTEM—**

**Lines comprised in the system.**—The Gondal-Porbandar railway system is made up of—

| | Open line. | Under construction or sanctioned for construction. | Total. |
|---|---|---|---|
| | Miles. | Miles. | Miles. |
| (*a*) Gondal-Porbandar railway (3′ 3⅜″ gauge) | 148·01 | ... | 148·01 |
| (*b*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge) | 46·21 | ... | 46·21 |
| (*c*) Khijadia-Dhari railway (3′ 3⅜″ gauge) | 25·53 | 11·71 | 37·24 |
| Total | 219·75 | 11·71 | 231·46 |

### 17 (*a*) Gondal-Porbandar railway (3′ 3⅜″ gauge)—

This line was constructed by Government agency for the Native States of Gondal and Porbandar (after which it is named). It was worked up to the 31st March 1911 by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway system. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate railway by the Coalition of the Gondal and Porbandar States.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. | Remarks. |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| *Main line*— | | | | | |
| Dhasa to Dhoraji | 19-1-81 | 73·69 | | | |
| Dhoraji to Porbandar | 17-12-89 | 69 07 | | | |
| Porbandar to Porbandar Bandar | 15-3-90 | *1·55 | 144·31 | | *Is worked for goods traffic only. |
| *Quarry branch*— | | | | | |
| Ranawao to quarry | 17-12-89 | *3·70 | 3·70 | | |
| TOTAL | ... | ... | ... | 148·01 | |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar, jodka, teak and steel peapod sleepers.

*Ballast.*—The line is ballasted with broken stone.

*Fencing.*—The line is practically unfenced.

*Curves.*—The sharpest curve is of 716 feet radius.

*Gradients.*—The ruling gradient is 1 in 200, except on Ranawao quarry line where it is 1 in 150.

**Agreement—**

*Nil.*—The line is owned and worked by the Gondal and Porbandur States.

**Statistics of working—**

| Table I. | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at *end* of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1911 | 148·01 | 66,86,311 | 9,14,279 | 4,94,615 | 7·25 | 119 | 46·39 |
| 1912 | 148·01 | 66,92,518 | 8,94,139 | 4,46,293 | 6·56 | 116 | 50·09 |
| 1st qr. of 1912 | 148·01 | 66,91,364 | 3,01,847 | 1,83,237 | 10·93 | 157 | 39·06 |
| 1913-14 | 148·01 | 71,22,318 | 9,85,264 | 5,15,819 | 6·86 | 128 | 47·65 |

### 17 (*b*) Jetalsar-Rajkot railway (3′ 3⅜″ gauge)—

This line was constructed and was, up to the 1st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway system. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked by the Administration of the Gondal-Porbandar railway.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Jetalsar to Rajkot Junction | 12-4-93 | 46·21 | 46·21 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 17}}{\text{Sub-heads (a) to (c)}}$ · **GONDAL-PORBANDAR RAILWAY SYSTEM—*concld.***

**17 (*b*) Jetalsar-Rajkot railway** (3′ 3⅜″ gauge)—*concld.*

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers, except for five miles, where the rails are laid on steel trough sleepers.

*Ballast.*—The ballast used is of broken stone.

*Fencing.*—The line is unfenced except between Rajkot Para and Rajkot Junction.

*Curves.*—The sharpest curve is of 955 feet radius.

*Gradients.*—The ruling gradient is 1 in 200.

**Agreement—**

Memorandum of conditions for separate working, from 1st April 1911, of the Kathiawar railways, sanctioned in the Government of India Foreign Department letter No. 431-I.B, dated the 23rd February 1911, to the address of the Secretary to the Government of Bombay, Political Department.

Terms and conditions, dated the 14th December 1913, prescribed by the Railway Board, as to the maintenance, management and working of the Jetalsar-Rajkot railway.

**Main provisions of agreement.—**

(i) *Land.*—Provided, at the cost of capital, by the Native States through whose territories the line passes.

(ii) *Government aid.*—Nil. The line is the property of the States of Junagad, Gondal, Rajkot and Jetpur, who supply funds for any necessary additions thereto chargeable to the capital account. It is maintained and worked by the agency of the Gondal-Porbandar railway, which provides the rolling-stock and other appliances, etc., necessary thereunto.

(iii) *Terms of working.*—
(iv) *Distribution of profits.*— } 40* per cent of gross earnings (subject to a biennial revision) are retained by the working agency, *plus* actual expenditure on maintenance of way and works and stations, police and magisterial charges, and 5 per cent of gross earnings for hire of rolling-stock supplied by the working agency.

* 35 per cent in those half-years in which the gross earnings per mile per week exceed Rs. 50.

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*— } The same as those in force on the Gondal-Porbandar railway.

(*a*) Troops, police, high Government officials and stores.—

(*b*) Bullion and coin.—

(vii) *Power of the Government to determine agreement.*—The Railway Board shall exercise the powers of an arbitrator.

(viii) *Power of the Proprietors to determine agreement.*—Nil.

(ix) *Term of agreement.*—Not specified.

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 . . . | 46·21 | 15,78,655 | 1,88,439 | 69,248 | 4·39 | 78 | 63·25 |
| 1905 . . . | 46·21 | 15,80,207 | 1,91,155 | 74,882 | 4·74 | 80 | 60·83 |
| 1906 . . . | 46·21 | 15,82,472 | 1,83,261 | 65,653 | 4·15 | 76 | 64·18 |
| 1907 . . . | 46·21 | 15,90,904 | 2,38,823 | 1,07,094 | 6·69 | 99 | 55·15 |
| 1908 . . . | 46·21 | 16,00,937 | 2,49,957 | 1,11,178 | 6·94 | 104 | 55·52 |
| 1909 . . . | 46·21 | 16,03,140 | 2,44,104 | 1,01,803 | 6·35 | 102 | 58·29 |
| 1910 . . . | 46·21 | 16,13,883 | 2,74,868 | 1,24,701 | 7·72 | 114 | 54·63 |
| 1911 . . . | 46·21 | 16,13,638 | 2,92,000 | 1,29,680 | 8·04 | 122 | 55·59 |
| 1912 . . . | 46·21 | 16,14,853 | 3,51,069 | 1,82,072 | 11·28 | 146 | 48·14 |
| 1st qr. of 1913 . | 46·21 | 16,18,950 | 1,11,558 | 62,961 | 15·56 | 186 | 43·56 |
| 1913-14 . . . | 46·21 | 16,20,100 | 4,07,551 | 2,16,947 | 13·51 | 170 | 51·23 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 17}}{\text{Sub-head (a) to (c)}}$. **GONDAL-PORBANDAR RAILWAY SYSTEM**—*concld.*

**17 (c) Khijadia-Dhari railway** (3′ 3⅜″ gauge)—

The construction of this line by the Baroda Durbar was sanctioned by the Secretary of State for India in his despatch No. 16 Railway, dated the 7th February 1913.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Khijadia to Gavadka | 1-3-13 | 16·35 | ... | |
| Gavadka to Chhalala | 10-3-14 | 9·18 | | |
| TOTAL OPEN MILEAGE | | | 25·53 | |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | ... | ... | ... | |
| Chhalala to Dhari (sanctioned on 7th February 1913) | ... | 11·71 | | |
| | | | 11·71 | |
| GRAND TOTAL | ... | ... | ... | 37·24 |

**Details of construction—**

*Permanent-way.*—The permanent way consists of 41½-lb flat-footed steel rails laid on jarrah sleepers.
*Ballast.*—The line is ballasted with moorum,
*Fencing.*—The station platforms only are fenced.
*Curves.*—The sharpest curves has a radius of 2,865 feet.
*Gradients.*—The ruling gradient is 1 in 200.

**Agreement—**

The line was constructed by the Baroda Durbar at its own cost and made over to the Gondal-Porbandar railway for working from 1st March 1913 under the following terms:—

**Main provisions of agreement—**

(i) *Land.*—Provided at the cost of capital.
(ii) *Government aid*—Nil. The line is the property of the Baroda Durbar and is worked by the Gondal-Porbandar railway.
(iii) *Terms of working.*—40* per cent of gross earnings (subject to a biennial revision) are retained by the working agency, *plus* actual expenditure on maintenance of way, works and stations, police and magisterial charges, and 5 per cent of gross earnings for hire of rolling-stock supplied by the working agency.

* Reduced to 35 per cent in those half-years in which the gross earnings per mile per week exceed Rs. 50.

(iv) *Distribution of profits.*—The whole of the net earnings are paid over to the Baroda Durbar.
(v) *Rates and fares.*—
(vi) *Special obligations as to the conveyance of.*—
(a) Mails, troops, police, high Government officials and Government stores.—
(b) Government bullion and coin, and the persons in charge thereof.—
} The same as those in force on the Gondal-Porbandar railway.
(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Proprietors to determine agreement.*—
} Nil
(ix) *Term of agreement.*—5 years from 22nd May 1913.

**Statistics of working—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs | |
| 1st qr. of 1913 | 16·39 | 9,25,655 | 1,000 | 650† | 0·84 | 15 | 35·00 |
| 1913-14 | 25·53 | 13,65,967 | 28,940 | 14,940† | 1·09 | 33 | 48·38 |

†Excluding expenses on maintenance of way, works and stations at present borne directly by the Baroda Durbar in its capital account.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

**Number** $\frac{\text{Main head 18}}{\text{Sub-head (a)}}$ **JAMNAGAR RAILWAY** (3′ 3⅜″ gauge)—

This line was constructed for the Navanagar State and was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working as one undertaking the railways, which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate railway.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Remarks. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Rajkot Junction to Jamnagar | 8-4-97 | 50·29 | | |
| Jamnagar to Bedi Bandar | 8-4-97 | *3·93 | | *Worked for goods traffic only. |
| TOTAL | ... | ... | 54·22 | |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers.

*Ballast.*—The ballast used is of broken stone.

*Fencing.*—The line is unfenced, except at the approaches to the Victoria bridge near Jamnagar and to the south of the Jamnagar station yard.

*Curves.*—The sharpest curve is of 1,000 feet radius.

*Gradients.*—The ruling gradient is 1 in 200.

**Agreement—**

*Nil.*—The line is owned and worked by the Navanagar State.

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| | TABLE I. | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3) | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 54·22 | 23,27,281 | 1,41,030 | 56,721 | 2·44 | 50 | 59·78 |
| 1905 | 54·22 | 23,37,105 | 1,48,341 | 62,008 | 2·66 | 53 | 58·20 |
| 1906 | 54·22 | 23,26,826 | 1,51,335 | 60,076 | 2·58 | 54 | 59·30 |
| 1907 | 54·22 | 23,26,953 | 2,14,652 | 1,02,785 | 4·42 | 76 | 52·12 |
| 1908 | 54·22 | 23,26,945 | 2,36,715 | 1,24,911 | 5·37 | 84 | 47·23 |
| 1909 | 54·22 | 23,24,854 | 2,37,240 | 1,15,995 | 4·99 | 84 | 51·11 |
| 1910 | 54·22 | 23,82,069 | 2,44,143 | 1,20,818 | 5·16 | 87 | 50·72 |
| 1911 | 54·22 | 23,27,124 | 2,45,850 | 1,17,260 | 5·04 | 87 | 52·30 |
| 1912 | 54·22 | 23,35,855 | 2,38,486 | 98,643 | 4·22 | 85 | 58·64 |
| 1st qr. of 1913 | 54·22 | 23,53,625 | 78,911 | 41,274 | 1·75 | 113 | 47·70 |
| 1913-14 | 54·22 | 23,53,951 | 2,91,782 | 1,55,756 | 6·62 | 108 | 46·62 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM.**

**Lines comprised in the system.**—The Jodhpur-Bikaner railway system is made up of—

| | Open line. | Under construction or sanctioned for construction. | Total. |
|---|---|---|---|
| | Miles. | Miles. | Miles. |
| (*a*) Jodhpur-Bikaner railway (Jodhpur section) (3′ 3⅜″ gauge) | 586·50 | 18·00 | 604·50 |
| (*b*) Jodhpur-Bikaner railway (Bikaner section) (3′ 3⅜″ gauge) | 470·37 | 28·00 | 498·37 |
| (*c*) Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge) | 123·98 | ... | 123·98 |
| (*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″ gauge) | 50·43 | ... | 50·43 |
| (*e*) Mirpur Khas-Khadro railway (3′ 3⅜″ gauge) | 49·50 | ... | 49·50 |
| (*f*) Pipar Road-Bhavi Light railway (2′ 0″ gauge) | 25·25 | ... | 25·25 |
| Total | 1,306·03 | 46·00 | 1,352·03 |

**19 (*a*) Jodhpur-Bikaner railway (Jodhpur section) (3′ 3⅜″ gauge)—**

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| Kuchaman Road to Merta Road | 13-3-93 | 73·00 | | |
| Merta Road to Jodhpur | 8-4-91 | 64·00 | | |
| Jodhpur to Luni Junction | 9-3-85 | 20·00 | | |
| Luni Junction to Balotra | 23-3-87 | 50·00 | | |
| Balotra to Barmer | 15 5-99 | 60·00 | | |
| Barmer to the Jodhpur Frontier | 22-12-00 | 74·44 | | |
| | | | 341·44 | |
| *Branches and extensions—* | | | | |
| *Pachpadra branch—* | | | | |
| Balotra to Pachpadra | 23-3-87 | 10·00 | | |
| | | | 10·00 | |
| *Marwar Railway Junction extension—* | | | | |
| Luni Junction to Marwar Pali | 17-6-84 | 25·00 | | |
| Marwar Pali to Marwar Railway Junction | 24-6-82 | 19·00 | | |
| | | | 44·00 | |
| *Phalodi extension—* | | | | |
| Jodhpur to Osian | 21-9-13 | 34·28 | | |
| Osian to Marwar Lohawat | 17-3 14 | 27·22 | | |
| | | | 61·50 | |
| *Merta City branch—* | | | | |
| Merta Road to Merta City | 17-1-05 | 8·95 | | |
| | | | 8·95 | |
| *Bhagu extension—* | | | | |
| Merta Road to Nagaur | 16-10-91 | 35·00 | | |
| Nagaur to Bhagu | 9-12-91 | 24·50 | | |
| | | | 59·50 | |
| *Marwar Frontier extension—* | | | | |
| Degana to Marwar Frontier | 16-9-09 | 61·11 | | |
| | | | 61·11 | |
| TOTAL OPEN MILEAGE | ... | ... | ... | 586·50 |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Marwar Lohawat to Phalodi (sanctioned on 21st August 1912). | ... | 18·00 | 18·00 | 18·00 |
| GRAND TOTAL | ... | ... | ... | 604·50 |

**Details of construction—**

*Permanent-way.*—About 11 miles of the line are laid with 36-lb. flat-footed iron rails, 182 miles with 36-lb., 46 miles with 41¼-lb. and 348 miles with 50-lb. flat-footed steel rails. The sleepers are steel trough deodar and sál.

*Ballast.*—On the greater portion of the line the ballast consists of coarse sand, kunkur and broken stone.

*Fencing.*—With the exception of a few stations, the line is unfenced.

*Curves.*—There are no curves with a radius of less than 1,000 feet.

*Gradients.*—The ruling gradient is 1 in 150, except at mile 0-1 on the Jodhpur-Marwar Lohawat section of the Phalodi extension where the steepest gradient is 1 in 180.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (f)}}$ **JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***

**19 (*a*) Jodhpur-Bikaner railway (Jodhpur section) (3′ 3½″ gauge)—*concld.***

**Agreements—**

Dated the 13th July 1889 } *between the Government of India and the Jodhpur and Bikaner Durbars,*
Dated the 30th July 1889 } *respectively,* as to the construction (at the cost of the two Durbars for the portions in their respective territories), management, maintenance and working of the Jodhpur-Bikaner railway.

Dated the 22nd December 1900, *between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner,* as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories), of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner railway, as modified by—

Letter *from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana,* No. 255 R.T., dated the 6th March 1900, and the reply thereto;

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 1537 R.T., dated the 20th August 1908; and

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 2127 R.S., dated the 26th October 1908, and the reply thereto.

**Main provisions of agreements—**

(i) *Land.*—Provided free of cost—that in Jodhpur territory by the Jodhpur Durbar and that in Bikaner territory by the Bikaner Durbar.

(ii) *Government aid.*—Nil. The Jodhpur-Bikaner railway is the exclusive property of the two Native States—the portion in Jodhpur territory belonging to the Jodhpur Durbar, that in Bikaner territory to the Bikaner Durbar—each of which provides the funds requisite for its own line.

(iii) *Distribution of profits.*—Each of the two Durbars receives all the profits derived from the working of the portion of the line situated in its territory.

(iv) *Rates and fares.*—
(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, police, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—
} Not specified; but certain rates and fares were approved by executive orders of the Durbars.

(vi) *Power of the Government to determine agreements.*—
(vii) *Power of the Durbars to determine agreements.*—
(viii) *Term of agreements.*—
} Not specified.

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 454·94 | 1,21,90,804 | 16,87,624 | 9,58,365 | 7·86 | 71 | 43·21 |
| 1905 | 463·89 | 1,22,63,774 | 19,16,254 | 11,01,294 | 8·98 | 79 | 42·53 |
| 1906 | 463·89 | 1,22,77,015 | 20,91,368 | 12,23,531 | 9·97 | 87 | 41·50 |
| 1907 | 463·89 | 1,27,43,482 | 21,40,652 | 11,64,748 | 9·14 | 89 | 45·59 |
| 1908 | 463·89 | 1,42,85,467 | 19,28,235 | 8,65,023 | 6·06 | 80 | 55·14 |
| 1909 | 525·00 | 1,43,06,903 | 21,10,217 | 10,19,529 | 7·13 | 77 | 51·69 |
| 1910 | 525·00 | 1,44,92,736 | 26,90,468 | 15,49,703 | 10·69 | 99 | 42·40 |
| 1911 | 525·00 | 1,47,54,392 | 35,13,004 | 20,39,445 | 13·82 | 129 | 41·93 |
| 1912 | 525·00 | 1,62,57,742 | 38,58,597 | 21,32,276 | 13·12 | 141 | 44·74 |
| 1st qr. of 1913 | 525·00 | 1,63,58,945 | 8,56,544 | 5,09,800 | 3·01 | 126 | 40·48 |
| 1913-14 | 586·50 | 1,81,49,723 | 35,94,107 | 17,48,754 | 9·48 | 118 | 51·31 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM—*contd.***

**19 (*b*) Jodhpur-Bikaner railway (Bikaner section) (3' 3⅜" gauge)—**

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| Bhagu to Bikaner | 9-12-91 | 47·60 | | |
| Bikaner to Dulmera | 2-6-98 | 42 00 | | |
| Dulmera to Lunkransar | 1-1-01 | 8 32 | | |
| Lunkransar to Suratgarh | 1-1-01 | 63·53 | | |
| Suratgarh to Bhatinda | 9-9-02 | 88·00 | | |
| | | | 249 45 | |
| *Hissar Extension—* | | | | |
| Marwar Frontier to Sujangarh | 16-9-09 | 1·42 | | |
| Sujangarh to Ratangarh | 2-2-10 | 28·56 | | |
| Ratangarh to Churu | 22-5-10 | 26·61 | | |
| Churu to Hissar | 8-7-11 | 79·36 | | |
| | | | 135·95 | |
| *Bikaner-Ratangarh Chord—* | | | | |
| Bikaner to Ratangarh | 24-11-12 | 84·97 | | |
| | | | 84·97 | |
| TOTAL OPEN MILEAGE | ... | ... | ... | 470·37 |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Ratangarh to Sardarshahr (sanctioned on 6th March 1914) | ... | 28 00 | | |
| | | | 28·00 | |
| | | | | 28·00 |
| GRAND TOTAL | ... | ... | ... | 498·37 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of flat-footed steel rails of 50 lbs. per yard for about 234 miles, 41¼ lbs. per yard for about 5 miles, and 36 lbs. per yard for 231 miles laid on steel trough, deodar and sâl sleepers.

*Ballast.*—The ballast consists of coarse sand and small kunkur, except on the Suratgarh-Bhatinda section where it is broken brick and kunkur.

*Fencing.*—The line is unfenced, except at a few stations.

*Curves.*—There are no curves with a radius of less than 1,000 feet.

*Gradients.*—The ruling gradient is 1 in 150.

**Agreements—**

**Main provisions of agreements—**

As noted under 19 (*a*), Jodhpur-Bikaner railway (Jodhpur section) (3' 3⅜" gauge).

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907).—**

| TABLE I. | | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 245·35 | 50,93,549 | 7,23,901 | 4,05,677 | 7·96 | 57 | 43·96 |
| 1905 | 245·35 | 51,72,406 | 8,83,432 | 5,62,383 | 10·87 | 69 | 36·34 |
| 1906 | 245·35 | 52,70,205 | 10,92,889 | 4,74,514 | 9·00 | 86 | 56 58 |
| 190 | 245·35 | 55,15,481 | 8,82,608 | 3,38,372 | 6·13 | 69 | 61·66 |
| 190 | 245·35 | 75,07,9?2 | 7,74,?85 | 3,49,859 | 4·66 | 61 | 54·84 |
| 1909 | 251·35 | 75,36,367 | 7,82,156 | 3,16,541 | 4·20 | 60 | 59·49 |
| 1910 | 306·04 | 82,04,896 | 10,61,570 | 6,07,372 | 7·40 | 67 | 42·79 |
| 1911 | 385·40 | 97,8?,232 | 14 03,926 | 8,18,468 | 8·37 | 70 | 41·70 |
| 1912 | 470·37 | 1,06,03,?34 | 16,53,041 | 8,58,360 | 8·09 | 68 | 48·07 |
| 1st qr. of 1913 | 470·37 | 1,07,55,915 | 5,30,710 | 3,16,338 | 2·94 | 87 | 40·39 |
| 1913-14 | 470·37 | 1,10,31,283 | 18,72,383 | 9,71,270 | 8·80 | 77 | 48·13 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

**19 (c) Jodhpur-Hyderabad railway (British section) (3′ 3¾″ gauge)—**

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Remarks. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Hyderabad to Shadipalli . . . . . | 16-8-92 | 55·49 | | The line from Hyderabad to Shadipalli was originally on the 5′ 6″ gauge, but was converted to, and opened on, the 3′ 3¾″ gauge on the 20th October 1901. |
| Shadipalli to the Jodhpur Frontier . . . | 22-12-00 | 68·49 | | |
| Total . . | ... | ... | 123·98 | |

**Details of construction—**

*Permanent-way.*—The section is laid with 50-lb. flat-footed steel rails on deodar, pine and maiyang sleepers

*Ballast.*—The ballast is of kunkur, stone and broken brick.

*Fencing.*—With the exception of a few stations and about 21½ miles between Shadipalli and Dhoro Naro the line is unfenced.

*Curves.*—There are no curves with a radius of less than 1,000 feet.

*Gradients.*—The ruling gradient is 1 in 150.

**Agreement and contracts—**

Agreement, dated the 22nd December 1900, *between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner,* as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories), of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner Railway Administration, as modified by—

Letter *from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana,* No. 255 R.T., dated the 6th March 1900, and the reply thereto;

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 1537 R.T., dated the 20th August 1908; and

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Contract, dated the 13th July 1911, *between the Secretary of State and the Sind Light Railways, Limited,* as to the construction, management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway (or any State, or other, agency), of the Mirpur Khas-Jhudo railway.

Contract, dated the 16th September 1912, *between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner,* as to the management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway, of the Mirpur Khas-Jhudo railway.

**Main provisions of agreement and contracts—**

(i) *Land.*—Provided by the Government at the cost of capital.

(ii) *Government aid.*—The line is the property of the Government, who provide all expenditure for capital, and is managed, maintained, stocked and worked by the Administration of the Jodhpur-Bikaner railway as part of that system.

(iii) *Terms of working.*—The working expenses of the amalgamated undertaking, excluding the cost of maintenance (but including rent of joint works and interest at 4½ per cent on funds provided for the purchase of stores required for the maintenance and working of the combined undertaking) are divided, in the ratio of the gross earnings of each, between the British and Native State sections. Maintenance charges are the actual expenditure on each section for *direct* charges; and for *joint* charges such as the salaty, allowances and other expenses of the Chief Engineer, the proportion due in the ratio of the gross earnings. In addition to the working expenses mentioned above, the Government pay to the Jodhpur and Bikaner Durbars in each half-year for the provision of rolling-stock a sum equal to 5 per cent of the share of the cost of the whole of the joint stock of the system which is attributable to the Jodhpur-Hyderabad railway—the book value of the stock being divided between the several sections of the system in proportion to the gross earnings of each for the period, for the purpose of determining the amount on which the percentage shall be made. The charge for the stock which cannot be considered as joint (*i.e.*, the stock which does not ply on each section nor is profit earning) shall be 5 per cent on the cost divided between the sections using it in proportion to the mileage on which it runs on each section.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

**19 (*c*) Jodhpur-Hyderabad railway** (British section) (3′ 3⅜″ gauge)—*concld.*

**Main provisions of agreement and contracts**—*concld.*

(iv) *Distribution of profits.*—After payment of the working expenses indicated under (iii), the balance of the gross earnings, if any, is paid to the British Government.

(v) *Rates and fares.*—The schedules of maxima and minima rates and fares, and the classification of goods, in force on the North Western railway are to apply. (As a temporary arrangement, until in the opinion of the Government it is considered desirable to enforce the provisions of the agreement, the classification of goods at that time in force on the Bombay, Baroda and Central India railway, and which was the same as that at the time obtaining on the Jodhpur-Bikaner railway, applies.)

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} To be conveyed on the same conditions and at the same rates as may be in force from time to time on other railways of the same gauge belonging to the Government of India.

(vii) *Power of the Government to determine agreement.*—
(viii) *Power of the Durbars to surrender agreement.*—
(ix) *Term of agreement.*—

} The agreement is terminable, only on the 1st January or the 1st July in any year, on 12 months' notice given by either party to the other.

**Statistics of working (Those for the periods prior to 1902 will be found in Appendix 36 to the Report for 1907.)**—

| | Table I. | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Gain or loss to the State *pertaining to each year.* | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| 1902 . . | 123·98 | 40,45,972 | 5,04,068 | 2,18,81⅛ | 5·41 | 1,59,771 | +59,043 | 78 | 56·59 |
| 1903 . . | 123·98 | 40,45,338 | 5,84,094 | 2,62,379 | 6·49 | 1,60,179 | +1,02,200 | 91 | 55·06 |
| 1904 . . | 123·98 | 39,58,081 | 6,48,728 | 3,45,007 | 8·72 | 1,54,846 | +1,90,161 | 101 | 46·82 |
| 1905 . . | 123·98 | 39,67,948 | 7,28,969 | 3,09,002 | 9·30 | 1,58,622 | +2,10,380 | 112 | 49·03 |
| 1906 . . | 123·98 | 40,70,835 | 8,91,456 | 5,11,988 | 12·58 | 1,57,778 | +3,54,160 | 138 | 42·57 |
| 1907 . . | 123·98 | 40,23,073 | 8,05,017 | 3,57,918 | 8·90 | 1,21,968 | +2,35,950 | 125 | 55·54 |
| 1908 . . | 123·98 | 42,81,148 | 7,59,479 | 3,34,028 | 7·80 | 1,49,807 | +1,84,221 | 118 | 56·02 |
| 1909 . . | 123·98 | 42,93,099 | 8,19,444 | 2,69,834 | 6·28 | 1,41,400 | +1,28,217 | 127 | 67·10 |
| 1910 . . | 123·98 | 42,32,763 | 9,00,091 | 3,80,517 | 8·99 | 1,42,724 | +2,37,793 | 140 | 57·72 |
| 1911 . . | 123·98 | 42,01,757 | 12,02,552 | 6,94,934 | 16·54 | 1,42,970 | +5,51,964 | 187 | 43·23 |
| 1912 . . | 123·98 | 42,19,491 | 13,58,633 | 6,81,232 | 16·13 | 1,46,742 | +5,37,490 | 210 | 49·45 |
| 1st qr. of 1913 . | 123·98 | 42,42,650 | 3,23,858 | 1,99,608 | 4·70 | 40,484 | +1,59,124 | 201 | 38·37 |
| 1913-14 . | 123·98 | 43,71,962 | 13,62,806 | 6,30,706 | 14·43 | 1,45,927 | +4,84,779 | 202 | 51·59 |

**19 (*d*) Mirpur Khas-Jhudo railway** (3′ 3⅜″gauge)—

*Date of registration of the Company.*—14th February 1908.

**Progress in opening**—

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Jamrao Junction to Jhudo . . . . . | 18-4-09 | 50·43 | 50·43 |

**Details of construction**—

*Permanent-way.*—The permanent-way consists of about 33 miles of 36-lb. and about 17 miles of 41¼-lb. flat-footed steel rails laid on deodar sleepers.
*Ballast.*—The line is not ballasted.
*Fencing.*—The line is unfenced.
*Curves.*—The sharpest curve is of 1,206 feet radius.
*Gradients.*—The ruling gradient is 1 in 150.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

**19 (*d*) Mirpur Khas-Jhudo railway** (3′ 3⅜″ gauge)—*contd.*

**Agreement and contracts—**

Agreement, dated the 22nd December 1900, *between the Government of India and His Highness the Maharaja of Jodhpur and the Council of Regency, Bikaner,* as to the construction (at the cost of the Jodhpur Durbar and of the Government of India for the portions in their respective territories) of a railway from Balotra to Hyderabad, and for the management, maintenance and working thereof by the Jodhpur-Bikaner Railway Administration, as modified by—

Letter *from the Government of India in the Public Works Department, to the Agent to the Governor General for Rajputana,* No. 255 R.T., dated the 6th March 1900, and the reply thereto;

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 1537 R.T., dated the 20th August 1908; and

Letter *from the Railway Board to the Agent to the Governor General for Rajputana,* No. 2197 R.S., dated the 26th October 1908, and the reply thereto.

Contract, dated the 13th July 1911 *between the Secretary of State and the Sind Light Railways, Limited,* as to the construction, management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway (or any State, or other, agency), of the Mirpur Khas-Jhudo railway.

Contract, dated the 16th September 1912, *between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner,* as to the management, maintenance and working, by the Administration of the Jodhpur-Bikaner railway, of the Mirpur Khas-Jhudo railway.

Contract, dated the 9th June 1913, *between the Secretary of State and the Sind Light Railways, Limited,* as to the construction of the Mirpur Khas-Khadro railway and its maintenance, management and working as a part of the Mirpur Khas-Jhudo railway.

Contract, dated the 5th December 1913, *between the Secretary of State and Their Highnesses the Maharajas of Jodhpur and Bikaner,* as to the maintenance, management and working, by the agency of the Jodhpur-Bikaner Railway Administration, of the Mirpur Khas-Khadro railway as an integral part of the Mirpur Khas-Jhudo railway.

**Main provisions of agreement and contracts.—**

(*i*) *Land.*—Provided by the Government free of cost to the Company, except that the bank constructed by the Jamrao Canal Department, parallel to and alongside the Jamrao Canal, upon which the railway runs for a distance of about 16 miles, remains the property of the Canal Department, subject to the right of the Company to have the said railway running thereon and other provisions relating to the canal and bridges thereover, etc.

(ii) *Government aid.*—The railway is the property of the Sind Light Railways, Limited, at whose cost it was constructed by the Administration of the Jodhpur-Bikaner railway, who manage, maintain stock and work it, under agreement with the Government, in conjunction with and as part of the British section of the Jodhpur-Hyderabad railway.

(iii) *Terms of working.—*
(iv) *Distribution of profits.—* As between the Government and the Sind Light Railways, Limited, the Government undertake the management, maintenance, provision of rolling-stock and working, through State, or other, agency (that at present employed being the Administration of the Jodhpur-Bikaner railway), for 40 per cent of the gross earnings of the Mirpur Khas-Jhudo railway; the remainder, being the net earnings of the branch, is paid by the working agency to the Company.

As between the Government and the Administration of the Jodhpur-Bikaner railway, the Company's line is managed, maintained, stocked and worked by the Jodhpur-Bikaner Railway Administration in conjunction with, and as if it had originally been a part of, the British section of the Jodhpur-Hyderabad railway, and were subject to the provisions of the agreement of the 22nd December 1900 so far as they are not inconsistent with the contract of 1911 between the Government and the Company; *provided that the difference* (if any) between the following sums, *viz.*:—

(*a*) the proportion (*viz.*, 60 per cent) of the gross earnings of the Mirpur Khas-Jhudo railway in each half-year payable, under the combined effect of the contracts of 13th July 1911 and 16th September 1912, by the working agency to the Company, and

(*b*) the sum which would have been payable to the Government as the excess of the gross earnings, over working expenses, of the Mirpur Khas-Jhudo railway in terms of the agreement of the 22nd December 1900, if that railway had been originally subject thereto as part of the British section of the Jodhpur-Hyderabad railway and if the gross earnings thereof, ascertained by separate accounts, had been treated as separate from those of the other portion of the Jodhpur-Hyderabad railway so as to bear its own share of working expenses under that agreement in the same half-year,

is adjusted by payment of such difference by the Government to the Jodhpur-Bikaner Railway Administration or *vice versâ*, as the case may be, according as the sum payable by the Railway Administration to the Company is greater or less than that which would have been payable by the Railway Administration to the Government as stated under (*b*) above.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 19}}{\text{Sub-heads (a) to (f)}}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*contd.*

**19** (*d*) **Mirpur Khas-Jhudo railway** (3′ 3⅜″ gauge)—*concld.*

**Main provisions of agreement and contracts**—*concld.*

(v) *Rates and fares.*—

(vi) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.—

} As noted under 19 (*c*), Jodhpur-Hyderabad railway (British section) (3′ 3⅜″ gauge).

(vii) *Power of the Government to determine contract.*—Government may determine the contract by "Notice of purchase" either on the 31st December 1928, or on the 31st December in the last year in any subsequent period of ten years, on giving twelve months' notice.

On the termination of the contract Government takes possession of the railway and all its appurtenances on the payment to the Company of a sum equal to 25 times the amount of the average net earnings of the railway during the three years immediately preceding the date of that event provided that such sum shall not exceed by more than 20 per cent, nor be less than, the total capital expenditure.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—Until determined under (vii).

**Statistics of working**—

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1909 . . . | 50·43 | 7,97,331 | 43,535 | 26,121 | 3·54 | 25 | 40·00 |
| 1910 . . . | 50·43 | 7,20,900 | 98,463 | 59,078 | 8·20 | 38 | 40·00 |
| 1911 . . . | 50·43 | 7,30,329 | 96,228 | 57,737 | 8·02 | 37 | 40·00 |
| 1912 . . . | 50·43 | 7,26,627 | 1,16,670 | 70,002 | 9·69 | 44 | 40·00 |
| 1st qr. of 1913 . | 50·43 | 7,22,771 | 48,383 | 29,030 | 4·02 | 74 | 40·00 |
| 1913-14 . . . | 50·43 | 7,24,396 | 1,40,184 | 84,110 | 11·61 | 53 | 40·00 |

**19** (*e*) **Mirpur Khas-Khadro railway** (3′ 3⅜″ gauge)—

**Progress in opening**—

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Mirpur Khas to Khadro . . . . . | 1-1-12 | 49·50 | 49·50 |

**Details of construction**—

*Permanent-way.*—The line is laid with 60-lb. iron rails for 9 miles and 36-lb. flat-footed steel rails for 40½ miles. The sleepers used are deodar throughout.

*Ballast.*—The line is not ballasted.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 955 feet radius.

*Gradients.*—The ruling gradient is 1 in 200.

**Contracts**—

Dated the 9th June 1913, *between the Secretary of State and the Sind Light Railways, Limited,* as to the construction of the Mirpur Khas-Khadro railway and its maintenance, management and working as a part of the Mirpur Khas-Jhudo railway.

Dated the 5th December 1913, *between the Secretary of State and their Highnesses the Maharajas of Jodhpur and Bikaner,* as to the maintenance, management and working, by the agency of the Jodhpur-Bikaner Railway Administration, of the Mirpur Khas-Khadro railway as an integral part of the Mirpur Khas-Jhudo railway.

**Main provisions of contracts**—

The same as noted under 19(*d*) Mirpur Khas-Jhudo railway (3′ 3⅜″ gauge) except as follows:—

(*i*) *Power of the Government to determine contract.*—Government may determine the contract by 'notice of purchase' either on the 31st December in the twenty-first year after the opening of the line for traffic, or on the 31st December in the last year of any subsequent period of 10 years, paying

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number—$\frac{\text{Main head 19}}{\text{Sub-heads } (a) \text{ to } (f)}$. **JODHPUR-BIKANER RAILWAY SYSTEM**—*concld.*

### 19 (*e*) Mirpur Khas-Khadro railway (3′ 3½″)—*concld.*

**Main provisions of contracts**—*concld.*

to the Company 25 times the amount of the average yearly net earnings of the railway during the 3 years immediately preceding the purchase, provided that such sum shall not exceed by more than 20 per cent, nor be less than, the total capital expenditure.

Government may also determine the contract and purchase the railway in the following events :—

(*a*) If it is considered desirable that the gauge of the railway should be altered ;

(*b*) If it is considered desirable to convert the railway into a line of through communication ; and

(*c*) If it is considered desirable to extend the line (without altering the gauge or making the railway part of a through route) and the Company is unable or unwilling to supply the necessary capital for the purpose ;

on payment to the company 25 times the average net earnings during the 3 years preceding the purchase or 115 per cent of the capital expenditure whichever shall be the greater, but if the purchase occurs within less than 3 years from the opening of the line the price shall be 115 per cent of the capital expenditure.

**Statistics of working**—

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1912 . . . | 49·50 | 8,24,749 | 69,432 | 36,259 | 4·40 | 23 | 40·00 |
| 1st qr. of 1913 . | 49·50 | 8,22,116 | 26,941 | 16,165 | 1·97 | 42 | 40·00 |
| 1913-14. . . | 49·50 | 8,22,222 | 83,334 | 50,000 | 6·08 | 32 | 40·00 |

### 19 (*f*) Pipar Road-Bhavi Light railway (2′ 0″ gauge)—

The line was constructed originally as a steam tramway, to which the provisions of the Indian Railways Act were applied since 6th July 1912.

**Progress in opening**—

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Pipar Road to Bhavi . . . . . | 25-11-10 | 19·00 | |
| Bhavi to Bilara . . . . . | 1-3-12 | 6·25 | |
| TOTAL . . | ... | ... | 25·25 |

**Details of construction**—

*Permanent-way.*—The permanent-way consists of 24-lb. steel rails on deodar sleepers.

*Ballast.*—The line is ballasted with earth.

*Fencing.*—The line is not fenced.

*Curves.*—The radius of the sharpest curve is 478 feet.

*Gradients.*—The ruling gradient is 1 in 600—except in the sections from mile 6·38 to mile 6·76 and from mile 7 to mile 7·53, where the gradient is 1 in 100 in cuttings.

**Agreement**—

Nil.—The line was constructed and is owned by the Jodhpur Durbar by whom it was worked up to the 3rd February 1913. From the 4th February 1913, the working was taken over by the Jodhpur-Bikaner Railway Administration.

**Statistics of working**—

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1910 . . | 19·00 | 1,95,767 | 1,732 | 632 | 0·32 | 17 | 63·51 |
| 1911 . . | 19·00 | 2,51,555 | 15,996 | 5,246 | 2·08 | 16 | 67·20 |
| 1912 . . | 25·00 | 2,74,857 | 22,986 | 5,509 | 2·00 | 18 | 76·03 |
| 1st qr of 1913 | 25·00 | 2,74,936 | 5,862 | 2,159 | 0·79 | 18 | 63·18 |
| 1913-14 . . | 25·25 | 2,76,987 | 26,156 | 1,323 | 0·48 | 20 | 94·94 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 20}}{\text{Sub-head (a)}}$. **JUNAGAD RAILWAY** (3′ 3⅜″ gauge)—

This line was constructed by Government agency for the Native State of Junagad (after which it is named). It was, up to the 31st March 1911, worked by an Administrative Coalition of the States of Bhavnagar, Gondal, Junagad and Porbandar, which was formed for the purpose of working, as one undertaking, the railways which, prior to that date, were comprised in the Bhavnagar-Gondal-Junagad-Porbandar railway. The Coalition ceased to exist on the 1st April 1911, on and from which date the line is being worked independently as a separate and distinct railway.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| Jetalsar to Junagad | 1-9-88 | 16·00 | | |
| Junagad to Veraval Docks | 1-2-89 | 51·30 | 67·30 | |
| *Branches—* | | | | |
| *Kutiyana branch—* | | | | |
| Shapur to Manavadar | 15-2-10 | 15·86 | | |
| Manavadar to Bantva | 25-12-10 | 3·45 | 19·31 | |
| *Bilkha branch—* | | | | |
| Junagad to Bilkha | 20-5-12 | 13·64 | | |
| Bilkha to Visavadar | 15-2-13 | 12·92 | 26·56 | |
| *Dungarpur quarry line* | 10-12-12 | 0·25 | 0·25 | |
| Total | ... | ... | ... | 113·42 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 41¼-lb. flat-footed steel rails on creosoted pine, deodar and jodka teak sleepers.

*Ballast.*—The line is ballasted with broken stone.

*Fencing.*—The line is practically unfenced.

*Curves.*—The sharpest curve is of 1,200 feet radius.

*Gradients.*—The ruling gradient is 1 in 150, except on the approach to Sorath Vanthli station on the Kutiyana branch where it is 1 in 100.

**Agreement—**

Nil.—The line is owned and worked by the State of Junagad.

**Statistics of working—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1911 | 88·96 | 48,05,266 | 4,45,926 | 2,06,461 | 4·30 | 96 | 53·70 |
| 1912 | 100·50 | 55,92,589 | 5,33,085 | 2,65,510 | 4·75 | 102 | 50·19 |
| 1st qr. of 1913 | 113·42 | 57,12,741 | 1,63,434 | 84,436 | 1·48 | 110 | 48·02 |
| 1913-14 | 113·42 | 60,44,328 | 6,18,701 | 2,97,380 | 4·92 | 105 | 51·93 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 21}}{\text{Sub-head (a)}}$. **MORVI RAILWAY** (3′ 3⅜″ and 2′ 6″ gauges)—

The whole line was originally on the 2′ 6″ gauge. In 1905 the length between Wadhwan and Rajkot was converted to the 3′ 3⅜″ gauge—from Wadhwan to Than Road, 31·34 miles, on a new alignment and onwards to Rajkot, 42·60 miles, on the original alignment with a few unimportant diversions. The line between Vankaner and Morvi was retained on the 2′ 6″ gauge.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| 3′ 3⅜″ gauge— | | | | |
| Wadhwan to Rajkot Junction . . . . . | 4-3-05 | 73·94 | 73·94 | |
| 2′ 6″ gauge— | | | | |
| Vankaner to Morvi . . . . . | 24-3-87 | 15·70 | | |
| Quarry branch . . . . . | 23-12-05 | 3·19 | 18·89 | |
| Total . . | ... | ... | ... | 92·83 |

**Details of construction—**

*Permanent-way.*—The permanent-way on the 3′ 3⅜″ gauge section consists of 41¼-lb. flat-footed steel rails on half-round teak sleepers; and that on the 2′ 6″ gauge section of 29-lb. flat-footed steel rails on steel trough and creosoted pine sleepers.

*Ballast.*—The line is ballasted with moorum (disintegrated trap).

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve on the 3′ 3⅜″ gauge is of 950 feet radius; and that on the 2′ 6″ gauge is of 500 feet radius.

*Gradients.*—The ruling gradient of the greater part of the railway is about 1 in 200 with a 1 in 150 banking section.

**Contract—**

Nil.—The line was constructed by His Highness the Thakore Sahib of Morvi, at his own expense, and is maintained and worked by him.

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907).—**

| Table I. | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 . . . | 94·36 | 34,06,196 | 3,54,636 | 1,82,909 | 5·55 | 75 | 46·78 |
| 1905 . . . | 89·64 | 43,90,817 | 3,25,640 | 1,74,476 | 3·97 | 69 | 46·09 |
| 1906 . . . | 94·64 | 44,90,459 | 3,07,560 | 1,59,584 | 3·55 | 62 | 48·11 |
| 1907 . . . | 94·64 | 45,73,551 | 4,11,791 | 2,55,762 | 5·59 | 84 | 37·89 |
| 1908 . . . | 92·83 | 46,42,725 | 5,08,263 | 2,82,464 | 6·08 | 105 | 44·43 |
| 1909 . . . | 92·83 | 47,95,497 | 4,71,830 | 2,12,900 | 4·44 | 98 | 54·88 |
| 1910 . . . | 92·83 | 49,91,020 | 5,29,105 | 2,96,286 | 5·94 | 109 | 44·00 |
| 1911 . . . | 92·83 | 49,91,298 | 6,36,082 | 4,29,520 | 8·47 | 132 | 33·57 |
| 1912 . . . | 92·83 | 51,21,785 | 7,24,917 | 4,54,577 | 8·87 | 150 | 37·32 |
| 1st qr. of 1913. | 92·83 | 51,14,001 | 1,90,849 | 1,40,141 | 2·74 | 158 | 26·57 |
| 1913-14 . . | 92·83 | 52,11,157 | 7,76,902 | 5,03,049 | 9·65 | 161 | 35·25 |

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 22}}{\text{Sub-head (a)}}$. **MYSORE-ARSIKERE RAILWAY** (3′ 3⅜″ gauge)—

The construction of this line by the Mysore Durbar was sanctioned by the Government of India in the Foreign Department, in their letter No. 3474-I.B., dated the 29th October 1913.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Mysore to Arsikere (sanctioned on 29th October 1913) . . . . . | ... | 106·50 | 106·50 |

Number $\frac{\text{Main head 23}}{\text{Sub-head (a)}}$. **OKHAMANDAL RAILWAY** (3′ 3⅜″ gauge)—

Sanction to the construction of this line by the Baroda Durbar was conveyed in Railway Board's Notification, No. 156, dated the 5th June 1913.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Kaurnga to Arthara (sanctioned on 5th June 1913) . . . . . | ... | 37·02 | 37·02 |

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 24}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—**

*Chairman.*—Colonel T. Gracey, C.S.I.
*Managing Director.*—Alexander Izat, Esq., C.I.E.
*Offices.*—237, Gresham House, Old Broad Street, London, E.C.
*Date of registration of the Company.*—6th October 1882.

**Lines comprised in the system.**—The Rohilkund and Kumaon railway system is made up of—

| | Open line. | Under construction or sanctioned for construction. | Total. |
|---|---|---|---|
| | Miles. | Miles. | Miles. |
| (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge) | 256·32 | 2·56 | 258·88 |
| (*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge) | 298·02 | 15·89 | 313·91 |
| (*c*) Powayan Light railway (2′ 6″ gauge) | 39·50 | ... | 39·50 |
| Total | 593·84 | 18·45 | 612·29 |

**Running powers—**

*Home line over foreign line :—*
Over Ramganga bridge, between Bareilly and Basharatganj, Oudh and Rohilkhand railway. } for passenger and goods trains. 0·52
Over Ramganga bridge, between Dalpatpur and Moradabad, Oudh and Rohilkhand railway. } 0·40
0·92

*Foreign line over home line :—*
Bengal and North-Western railway, Daliganj to Aishbagh, for passenger and goods trains . . . 3·40

## 24 (*a*) Rohilkund and Kumaon railway (3′ 3⅜″ gauge)—

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| Bhojeepura to Kathgodam | 12-10-84 | 53·92 | 53·92 | |
| *Extensions—* | | | | |
| *Kasganj extension—* | | | | |
| Bareilly to Soron | 29-1-06 | 54·95 | | |
| Soron to Kasganj | 4-1-85 | 9·00 | 63·95 | |
| *Ramnagar extension—* | | | | |
| Moradabad to Got | 10-5-08 | 4·19 | | |
| Got to Ramnagar | 11-1-08 | 44·00 | 48·19 | |
| *Kashipur extension—* | | | | |
| Lalkua to Kashipur | 11-1-08 | 36·00 | 36·00 | |
| *Shahjahanpur extension—* | | | | |
| Pilibhit to Bisalpur | 24-2-11 | 23·14 | | |
| Bisalpur to Carewganj | 18-1-12 | 31·12 | 54·26 | |
| TOTAL OPEN MILEAGE | ... | ... | ... | 256·32 |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION.— | | | | |
| Shahbaznagar to Shahjahanpur (sanctioned on 17th June 1909) | ... | 2·56 | 2·56 | 2·56 |
| GRAND TOTAL | ... | ... | ... | 258·88 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 41½ and 50-lb. steel rails on sál, Australian and deodar sleepers. The lines from Lalkua to Ramnagar, Moradabad to Kashipur and Pilibhit to Carewganj, are laid with 41½-lb. steel rails on sál and deodar sleepers.

*Ballast.*—The ballast consists of broken brick and shingle.

*Fencing.*—The line is partially fenced.

*Curves.*—There are no curves with a radius of less than 716 feet.

*Gradients.*—The ruling gradient between Bhojeepura and Kathgodam is 1 in 280, except near the hills where it is 1 in 70; between Bareilly and Kasganj, 1 in 400; between Moradabad and Ramnagar, 1 in 400, except near the hills where it is 1 in 125; between Lalkua and Kashipur, 1 in 200, except for a short distance near Lalkua where it is 1 in 100; and between Pilibhit and Carewganj, 1 in 400.

**Contracts—**

Dated the 12th October 1882 (called the original contract), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the construction, maintenance, management and working of the railway from Bhojeepura to Kathgodam.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 24}}{\text{Sub-heads (a) to (c)}}$ **ROHILKUND AND KUMAON RAILWAY SYSTEM**—*contd.*

**24 (*a*) Rohilkund and Kumaon railway** (3′ 3⅜″ gauge)—*contd.*

**Contracts**—*concld.*

Dated the 8th September 1890 (called the principal contract), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the working of the Company's line and the construction, maintenance, management and working of certain State lines.

Dated the 31st December 1892 (supplemental to the contract of 1890), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, for the advance of capital for the State line and as to debentures.

Dated the 5th February 1901 (supplemental to the contracts of 1882, 1890 and 1892), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, prolonging and continuing the contract of 1890, subject to certain modifications thereof and of the contracts of 1882 and 1892.

Dated the 24th April 1903 (supplemental to the contracts of 1882 and 1890), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the adoption of 1*s.* 4*d.* per rupee as the "prescribed" rate of exchange.

Dated the 15th July 1904 (supplemental to the contracts of 1882, 1890, 1901 and 1903), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the construction, maintenance, management and working of certain Branch railways and the purchase of existing Branch lines.

Dated the 13th July 1906, *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the provision of moneys for capital expenditure on the Powayan Steam Tramway, and the acquisition by the Company of interests in that Tramway, and other matters.

Dated the 24th March 1909 (supplemental to and in modification of the contracts of 1882, 1890, 1892, 1901, 1903, 1904 and 1906), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the raising of capital for the purposes both of the Company's lines and of the Lucknow-Bareilly railway, and for the construction, maintenance, management and working of the Pilibhit-Barmdeo railway, extensions of the Dudhwa branch with a permanent bridge over the Sarda river, and the Pilibhit-Shahjahanpur railway.

**Main provisions of contracts.**—

(i) *Land.*—Land for the Company's railway constructed in pursuance of the original contract was provided by the Government free of cost to the Company, subject to the condition that the Company pays, on demand, to Government the cost price of land purchased by Government for the purposes of the Company's railway. Land for the railway from Gola Gokaran Nath to Pilibhit, and for all the other State lines provided by the Government after the 1st January 1891, is charged to capital subsequent to the date of the principal contract. Land for Branch railways and Branch line works is provided free, except and excluding land required for quarrying, ballast, brickfields or kindred purposes.

(ii) *Government aid.*—Government guaranteed interest at 4 per cent per annum in sterling on the capital up to £200,000 expended on the *Company's* original railway until its opening throughout for public traffic but for no longer than and including 1st January 1885; thereafter a subsidy of Rs. 20,000 half-yearly for ten years from the date of opening, which ceased on the 31st December 1894.

In the case of the *Lucknow-Bareilly* railway the Government guarantee the principal and interest in respect of debentures for the nominal amount of £147,000 issued by the Company in order to raise the sum of £160,000 (the sum actually realised being £160,837).

[NOTE.—Of these, debentures for £40,000 were paid off from advances by the Secretary of State in England on 1st July 1911].

The Company reimburses the Government any amount by which the interest payable under the guarantee may exceed Rs. 96,000 in any one year.

All sums advanced by the Government after the 31st December 1900 bear interest at the rate of 3½ per cent per annum.

(iii) *Terms of working.*—The Lucknow-Bareilly railway is worked in conjunction with the Company's own line, a joint account of working expenses being kept. Joint working expenses account includes—

(1) any item of capital expenditure not exceeding Rs. 1,000 classed as "minor work" subject to a maximum charge on such account of Rs. 15 per mile of railway open per half-year, and

(2) a payment to Government of Rs. 20 per mile of railway open to traffic per half-year for audit and supervision.

The joint working expenses of the open system are divided between—

(*a*) the Company's original line and "the Additional Main Line Works,"
(*b*) the Lucknow-Bareilly railway and "the State Line Works" and
(*c*) "the Branch Railways" and "the Branch Line Works"

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

**Number** $\frac{\text{Main head 24}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

**24 (*a*) Rohilkund and Kumaon railway (3′ 3½″ gauge)—*contd.***

**Main provisions of contracts—*contd.***

in proportion to the respective gross earnings of those three classes.

(iv) *Distribution of profits.*—The earnings of the Company's original line and "the Additional Main Line Works," after payment of all working expenses, are applied in the following order :—.

(*a*) in payment of contribution to Provident Fund contingent on net earnings,

(*b*) in payment of interest on the Company's Main Line Stock (being part of the Joint Debenture Stock),

(*c*) in payment of interest on borrowed capital, and

(*d*) in payment of interest at 6 per cent per annum on the *bonâ fide* paid up share capital of the Company.

The surplus is divided equally between the Government and the Company.

The net earnings of "the Branch Railways" and of "the Branch Line Works" belong absolutely to the Company, without any right of the Secretary of State to participate therein, subject only to the payment thereout of contribution to Provident Fund contingent on net earnings and interest on the Company's Branch Line Stock (being part of the Joint Debenture Stock).

The net earnings of the Lucknow-Bareilly railway and "the State Works", *i.e.*, of the undertaking, are applied in the following order :—

(*a*) In payment of contribution to Provident Fund contingent on net earnings,

(*b*) in payment of the interest at 4 per cent per annum on the State Stock (being part of the Joint Debenture Stock), except interest on such portion of the State Stock as may for the time being be appropriated for lines under construction, which latter is charged to capital till the close of the half-year next after the opening of lines to traffic,

(*c*) in payment of the interest on the debentures of £147,000 issued by the Company in 1890 and of interest at 4 per cent per annum on any further capital supplied by the Company or advanced by the Government for the purposes of the undertaking (3½ per cent per annum on Government advances subsequent to the 31st December 1900),

(*d*) in payment to the Government of interest at 4 per cent per annum on the value at cost price of the railways, rolling-stock, plant, machinery and land handed over to or retained by the Company on the 1st January 1891 (standing to debit of Part I of the Capital Account), and

(*e*) the residue is divided between the Government and the Company in the ratio of their respective shares of capital in the undertaking.

[*Note 1.*—The State Stock (part of Joint Debenture Stock), excluding and except so much of it as is appropriated for the construction of the Pilibhit-Barmdeo railway, does not participate in profits either as Government capital or as Company's capital.]

[*Note 2.*—The amount advanced by the Secretary of State to pay off debentures for £40,000 (part of £147,000 *vide* (ii) above and note in connection therewith) does not affect the capital of either the Secretary of State or the Company for the purposes of division of surplus profits of the Lucknow-Bareilly railway.]

(v) *Rates and fares—*

| Maxima :— | Company's lines :— |
|---|---|
| *Passengers* :— | *Goods* :— |
| 1st class, 3 annas per mile. | Edible grains, ¼rd pie per maund per mile. |
| Lower class, 4½ pies per mile. | Other goods, 2 pies per maund per mile. |
| Luggage, 2 pies per maund per mile. | Parcels and live-stock at rates not exceeding 50 per cent over rates on the East Indian railway. |
| | On the Branch railways food grains and salt are to be carried at rates, not less than the minimum for goods, as the Government may fix; and fuel for distances exceeding 100 miles on the Branch railways, or on any part thereof together with any part of the other railways belonging to or worked by the Company at a rate not exceeding ¼th pie per maund per mile. |

Lucknow-Bareilly railway and branches :—

The Government to authorise, from time to time, maximum and minimum rates, and to prescribe the classification of passengers and goods, as well as the extent to which, within the maxima and minima, the Company varies such rates.

For traffic between the joint line (Bareilly-Bhojeepura) and the Company's own line, the rates in force on the latter may be levied, except in the case of food grains and salt, and of fuel carried

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 24}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM**—*contd.*

**24 (*a*) Rohilkund and Kumaon railway** (3′ 3⅜″ gauge)—*contd.*

**Main provisions of contracts**—*contd.*

for distances exceeding 100 miles; for the former the rates will not be less than the minimum for goods fixed by Government, and for the latter the rates will not exceed ½th pie per maund per mile.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails.—On the Company's original line, to be conveyed on payment of Rs. 5,000 half-yearly.

On the extensions of the Company's original line (Additional Main Line Works), the Company is to receive a reasonable remuneration in lieu of the sum of Rs. 5,000 above noted.

On the Lucknow-Bareilly railway and branches, on the same general conditions as are for the time being in force on other 3′ 3⅜″ gauge State railways, and at rates to be approved by the Government.

(*b*) Troops, police, high Government officials and Government stores.—

On the Company's lines, at the ordinary tariff rates charged to the public.

On the Lucknow-Bareilly railway and branches, on the same general conditions as are for the time being in force on other 3′ 3⅜″ gauge State railways, and at rates to be approved by the Government.

(*c*) Government bullion and coin, and the persons in charge thereof.—

On the Company's lines at special rates to be from time to time agreed upon between the Government and the Company.

On the Lucknow-Bareilly railway and branches, at special rates to be approved by the Government.

(vii) *Power of the Government to determine contract.*—

Contract of 1882: The Government may terminate the contract at the end of the 50th year, *i.e.*, on the 31st December 1932, by giving 12 months' notice. If the contract terminate by such notice, or by the efflux of time, the Government are to pay to the Company 25 times the average net earnings, less the Government share of surplus profits, during the 5 years immediately preceding either the date of the termination or (at the option of the Government) the 31st December 1912.

[*Note.*—The cost of making good any shortcomings which render the value of the line not commensurate with the capital expended may be deducted from the purchase price payable.]

The Government may also determine the contract at any time on 6 months' notice (called the "Notice of Determination") if the Company fail to observe its obligations, on payment of the value of the permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment, in which latter case the Company must remove its property within 9 months from the termination of the contract, otherwise it becomes the property of the Government.

Contract of 1890: If the original contract with the Company, dated the 12th October 1882, terminate for any reason, then the contract for the working of the Lucknow-Bareilly railway *ipso facto* terminates at the same time. The Government may terminate the contract on the 31st December 1932, or on the 31st December in any subsequent year, by giving 12 months' notice. The Government may also determine the contract on 6 months' notice (called the "Notice of Determination") if the Company fail to observe its obligations.

On the determination of the contract the Government will resume possession of the State railway, and at their option will either repay the capital that has been received from the Company for the purposes of the undertaking, or will take over the liability of the Company in respect of such capital. If the capital is repaid, the payment may, at the option of the Government, be made either in England or in India.

Contract of 1904: If the original contract with the Company, dated the 12th October 1882, terminate either by "Notice of Purchase" or by the efflux of time, then the contract of 1904 terminates at the same time, in which case the Government are to pay to the Company 25 times the average net earnings of the Lalkua-Kashipur-Moradabad-Ramnagar branches during the 5 years immediately preceding the termination, provided such sum does not exceed by more than 20 per cent, nor be less than, the capital expenditure on those railways.

[*Note.*—The cost of making good any shortcomings which render the value of the line not commensurate with the capital expended may be deducted from the purchase price payable.]

The Government may also determine the contract at any time on 6 months' notice (called the "Notice of Determination") if the Company fail to observe its obligations, on payment of the value of the permanent-way, stock and plant, or may call upon the Company to accept the same in lieu of payment, in which latter case the Company must remove its property within 9 months from the termination of the contract, otherwise it becomes the property of the Government.

Contract of 1909: By clause 18 of the contract of the 24th March 1909, if either the contract of 1890 be determined from any cause or that of 1909 be determined by "Notice of Purchase" as far as each relates to "the State lines", but not further or otherwise, then the other of the two contracts *ipso facto* terminates at the same time.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 24}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM**—*contd.*

**24 (*a*) Rohilkund and Kumaon railway** (3′ 3⅜″ gauge)—*concld.*

**Main provisions of contracts**—*concld.*

By clause 19 of the contract of the 24th March 1909, that contract so far as relates to "the Scheduled Company's Works" (the Pilibhit-Shahjahanpur line), in common with the contract of 1904, terminates *ipso facto* with the determination by "Notice of Purchase" of the Company's original contract of the 12th October 1882, the Government, however, only having the power to purchase "the Company's original line", "the Branch railways" and "the Scheduled Company's Works" collectively, not any of them separately from the other or others of them.

By clause 20 of the contract of the 24th March 1909—

(*a*) the contract of 1909 so far as it relates to "the Additional Main Line Works" terminates *ipso facto* with the determination by "Notice of Determination" of the Company's original contract of the 12th October 1882,

(*b*) the contract of 1909 so far as it relates to "the Branch Line Works" terminates *ipso facto* with the determination by "Notice of Determination" of the contract of 1904, except as noted above against clauses 18 and 20 of the contract of 1909 and also except as provided for in clause 77 of the contract of 1890, the several powers of the Government to determine by "Notice of Determination" the contracts respectively of 1882, 1890 and 1904, and also that of 1909 so far as they relate to "the State Line Works" to "the Additional Main Line Works" and to "the Branch Line Works", remain separate and unaffected, and are exercisable as to any one or parts thereof independently and without prejudice as to the continuance of the others or parts thereof, in the event of the Company failing to observe its obligations contained in the contract or part of the contract which it is sought to determine: provided that the powers of the Government to determine, by "Notice of Determination", the contract of 1909 so far as it relates to "the Additional Main Line Works" and to "the Branch Line Works" are exercisable separately in respect of any line or branch forming an independent part of such works, if the Company fail to observe its obligations in regard thereto.

(viii) *Power of the Company to surrender contract.*—Nil.

(ix) *Term of contract.*—Those of 1882, 1904 and 1909, up to the 31st December 1981; that of 1890, up to the 31st December 1932.

**Statistics of working—**

| Table I. | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Remarks. | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | | Rs. | |
| 1884 | 55·00 | 19,40,266 | 36,543 | 1,733 | 0·09 | Net earnings from 1885 to 1894 include an annual subsidy of Rs. 40,000. | 51 | 95·26 |
| 1885 | 55·00 | 21,71,124 | 2,38,572 | 80,153 | 3·69 | | 68 | 64·40 |
| 1886 | 55·00 | 22,52,962 | 3,00,191 | 1,23,832 | 5·50 | | 86 | 58·75 |
| 1887 | 55·00 | 22,91,619 | 3,19,274 | 1,16,800 | 5·10 | | 92 | 63·42 |
| 1888 | 55·00 | 23,40,100 | 3,34,092 | 1,42,120 | 6·07 | | 96 | 57·46 |
| 1889 | 55·00 | 23,96,624 | 3,72,270 | 1,60,135 | 6·68 | | 107 | 56·98 |
| 1890 | 55·00 | 24,17,052 | 3,14,284 | 1,51,003 | 6·25 | | 90 | 52·04 |
| 1891 | 53·92 | 20,49,458 | 3,85,084 | 1,60,081 | 7·81 | | 112 | 58·43 |
| 1892 | 53·92 | 20,58,575 | 4,33,648 | 1,97,780 | 9·61 | | 127 | 54·39 |
| 1893 | 53·92 | 20,82,280 | 4,25,909 | 1,83,180 | 8·80 | | 124 | 56·99 |
| 1894 | 53·92 | 20,80,440 | 4,59,313 | 2,15,191 | 10·34 | | 134 | 53·15 |
| 1895 | 53·92 | 20,78,251 | 4,04,504 | 1,52,209 | 7·32 | | 118 | 62·37 |
| 1896 | 53·92 | 20,79,863 | 4,26,905 | 1,53,821 | 7·40 | | 125 | 63·96 |
| 1897 | 53·92 | 21,20,428 | 4,23,720 | 1,72,319 | 8·13 | | 124 | 59·33 |
| 1898 | 53·92 | 21,42,552 | 4,62,308 | 2,20,785 | 10·30 | | 135 | 52·24 |
| 1899 | 53·92 | 21,48,313 | 4,65,623 | 2,34,020 | 10·89 | | 136 | 49·74 |
| 1900 | 53·92 | 21,53,125 | 4,37,572 | 2,28,048 | 10·59 | | 128 | 47·88 |
| 1901 | 53·92 | 22,09,423 | 3,84,314 | 2,09,896 | 9·50 | | 112 | 45·38 |
| 1902 | 53·92 | 22,36,911 | 4,10,626 | 2,18,317 | 9·94 | | 120 | 46·83 |
| 1903 | 53·92 | 25,89,790 | 4,15,147 | 2,20,405 | 8·51 | | 121 | 46·65 |
| 1904 | 53·92 | 43,55,575 | 4,18,787 | 2,24,403 | 5·15 | | 122 | 46·41 |
| 1905 | 53·92 | 93,84,589 | 4,40,664 | 1,54,126 | 1·65 | The decrease in net earnings in 1905 is due to the heavy outlay on relaying the main line. | 129 | 65·02 |
| 1906 | 117·87 | 1,16,53,319 | 8,03,607 | 3,65,161 | 3·13 | | 124 | 54·56 |
| 1907 | 117·87 | 1,28,55,065 | 10,67,928 | 5,69,506 | 4·43 | | 158 | 46·67 |
| 1908 | 208·35 | 1,35,79,271 | 11,44,078 | 5,50,193 | 4·05 | | 102 | 51·91 |
| 1909 | 202·06 | 1,36,93,877 | 12,70,929 | 6,26,391 | 4·57 | | 121 | 50·71 |
| 1910 | 202·06 | 1,52,28,920 | 13,46,150 | 7,62,425 | 5·00 | | 128* | 43·56 |
| 1911 | 225·20 | 1,59,24,548 | 14,78,586 | 7,99,809 | 5·02 | | 128 | 45·73 |
| 1912 | 256·32 | 1,62,89,858 | 16,99,670 | 11,51,734 | 7·07 | | 144 | 32·37 |
| 1st qr. of 1913 | 256 32 | 1,63,05,789 | 4,88,833 | 2,99,341 | 1·84 | | 37 | 38·76 |
| 1913-14 | 256 32 | 1,67,73,664 | 16,84,583 | 10,57,658 | 6·30 | ... | 141 | 43·88 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 24}}{\text{Sub-heads (a) to (c)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

**24 (*b*) Lucknow-Bareilly railway (3′ 3⅜″ gauge)—**

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| Lucknow to Sitapur | 15-11-86 | 55·90 | | |
| Sitapur to Lakhimpur | 15-4-87 | 28·50 | | |
| Lakhimpur to Gola Gokaran Nath | 15-12-87 | 21·50 | | |
| Gola Gokaran Nath to Pilibhit | 1-4-91 | 57·55 | | |
| Pilibhit to Bhojeepura | 15-11-84 | 24·00 | | |
| Bhojeepura to Bareilly | 12-10-84 | 12·00 | | |
| | | | 198·55 | |
| *Branches and extensions—* | | | | |
| Bareilly grain siding | 1-4-94 | 1·75 | | |
| | | | 1·75 | |
| *Sonaripur extension—* | | | | |
| Mailani to Sarda | 1-1-93 | 30·78 | | |
| Sarda to Sohela | 10-3-93 | | | |
| Sohela to Sonaripur | 18-2-94 | | | |
| | | | 30·78 | |
| *Chandan Choki extension—* | | | | |
| Dudhwa to Chandan Choki | 4-1-03 | 7·57 | | |
| | | | 7·57 | |
| *Sonaripur-Ramnagar Ghát extension—* | | | | |
| Sonaripur to Kauriálaghat | 2-1-11 | 20·62 | | |
| | | | 20·62 | |
| *Barmdeo extension—* | | | | |
| Pilibhit to Barmdeo | 15-5-12 | 38·75 | | |
| | | | 38·75 | |
| TOTAL OPEN MILEAGE | ... | ... | ... | 298·02 |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Dudhwa to Gauri Phanta (sanctioned on 23rd September 1910). | ... | 15·89 | 15·89 | 15·89 |
| GRAND TOTAL | ... | ... | ... | 313·91 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 41½-lb. and 50-lb. steel rails on sál sleepers.

*Ballast.*—The ballast consists of broken brick, kunkur and shingle.

*Fencing.*—The line is partially fenced.

*Curves.*—There is only one curve with a radius of less than 1,000 feet.

*Gradients.*—The ruling gradient between Lucknow and Bareilly is 1 in 500, except near Lucknow and Bareilly, where it is 1 in 200; between Mailani and Kauriálaghat, 1 in 400 and between Dudhwa and Chandan Choki, 1 in 100.

**Contracts—**

**Main provisions of contracts—** As noted under 24 (*a*), Rohilkund and Kumaon railway (3′ 3⅜″ gauge).

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 24}{\text{Sub-heads } (a) \text{ to } (c)}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM—*contd.***

**24 (*b*) Lucknow-Bareilly railway** (3′ 3⅜″ gauge)—*concld.*

**Statistics of working (Those for the periods prior to 1891 will be found in Appendix 38 to the Report for 1907.)—**

| | Table I. | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Company's share of surplus profits (based on terms of contract) *attributable to each year.* | Gain or loss to the State *pertaining to each year.* | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | |
| 1891 . | 198·38 | 79,17,846 | 4,95,068 | 1,72,145 | 2·17 | 2,72,055 | ... | —99,910 | 56 | 65·23 |
| 1892 . | 198·33 | 81,66,904 | 6,62,836 | 2,74,601 | 3·36 | 3,07,651 | 10,636 | —43,686 | 66 | 59·79 |
| 1893 . | 222·05 | 85,89,362 | 7,28,878 | 2,73,541 | 3·26 | 3,06,776 | 3,495 | —56,724 | 67 | 62·47 |
| 1894 . | 231·17 | 85,98,158 | 9,72,269 | 3,24,240 | 4·59 | 3,45,323 | 24,190 | +24,737 | 88 | 59·45 |
| 1895 . | 231·17 | 87,22,466 | 8,25,934 | 3,13,116 | 3·59 | 3,56,596 | 15,834 | —59,314 | 74 | 62·09 |
| 1896 . | 231·17 | 89,63,620 | 8,27,599 | 3,02,071 | 3·37 | 3,48,885 | 13,415 | —60,229 | 75 | 63·50 |
| 1897 . | 231·17 | 93,02,715 | 8,37,371 | 3,35,776 | 3·61 | 3,61,550 | 11,570 | —37,344 | 75 | 59·42 |
| 1898 . | 231·17 | 94,90,476 | 10,24,088 | 5,00,200 | 5·27 | 3,64,852 | +67,290 | | 94 | 51·68 |
| 1899 . | 231·17 | 94,97,485 | 12,72,160 | 6,33,355 | 6·67 | 3,65,537 | 1,25,640 | + 1,42,178 | 114 | 50·21 |
| 1900 . | 231·17 | 99,21,432 | 12,53,801 | 6,51,957 | 6·57 | 3,78,097 | 1,34,915 | + 1,43,945 | 107 | 48·00 |
| 1901 . | 231·17 | 1,01,83,243 | 13,72,520 | 7,58,124 | 7·44 | 3,91,796 | 75,769 | + 2,90,559 | 123 | 44·76 |
| 1902 . | 231·17 | 1,12,96,019 | 14,53,329 | 7,69,568 | 6·81 | 4,23,528 | 67,704 | + 2,78,336 | 132 | 47·05 |
| 1903 . | 237·04 | 1,15,01,911 | 14,03,266 | 7,48,689 | 6·51 | 4,55,825 | 55,222 | + 2,41,642 | 126 | 46·35 |
| 1904 . | 237·04 | 1,17,14,505 | 14,96,120 | 7,97,671 | 6·81 | 4,48,328 | 61,426 | + 2,87,917 | 133 | 46·68 |
| 1905 . | 237·04 | 1,17,99,857 | 15,47,488 | 8,26,992 | 6·96 | 4,50,448 | 65,048 | + 3,05,496 | 138 | 46·95 |
| 1906 . | 237·04 | 1,20,09,658 | 16,55,250 | 8,96,782 | 6·97 | 4,57,588 | 65,253 | + 3,13,942 | 148 | 49·46 |
| 1907 . | 237·04 | 1,24,59,395 | 16,97,182 | 9,07,863 | 7·29 | 4,18,611 | 73,329 | + 4,16,023 | 150 | 46·51 |
| 1908 . | 237·04 | 1,27,50,545 | 16,15,542 | 7,80,747 | 6·12 | 4,50,365 | 48,511 | + 2,81,871 | 131 | 51·67 |
| 1909 . | 237·04 | 1,43,82,316 | 17,17,491 | 7,84,749 | 5·46 | 4,11,131 | 44,700 | + 3,28,918 | 139 | 54·31 |
| 1910 . | 237·04 | 1,60,60,757 | 18,25,185 | 10,15,746 | 6·32 | 4,75,556 | 80,364 | + 4,59,824 | 148 | 44·35 |
| 1911 . | 257·57 | 1,72,02,079 | 19,40,488 | 10,41,604 | 6·07 | 5,07,263 | 74,720 | +4,62,621 | 152 | 46·17 |
| 1912 . | 296·32 | 1,85,58,912 | 22,67,846 | 13,67,532 | 7·45 | 5,66,069 | 1,21,033 | +6,80,430 | 157 | 39·70 |
| 1st qr. of 1913 . | 296·32 | 1,87,59,373 | 6,65,878 | 4,06,008 | 2·16 | 1,65,812 | 32,297 | +2,07,899 | 42 | 39·08 |
| 1913-14 . | 296·02 | 1,91,90,007 | 22,50,319 | 12,45,837 | 6·49 | 6,84,031 | 74,936 | +4,86,870 | 148 | 44·64 |

**24 (*c*) Powayan Light railway** (2′ 6″ gauge)—

The line was constructed originally by the Powayan Steam Tramway Company and the maintenance and working were taken over by the Rohilkund and Kumaon Railway Company from 17th December 1900.

*Date of registration of the Company.*—22nd April 1887.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Shahjahanpur to Powayan | 17-6-90 | 17·00 | |
| Powayan to Khotar | 19-5-91 | 14·00 | |
| Khotar to Mailani | 22-12-94 | 8·50 | |
| TOTAL | ... | ... | 39·50 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of flat-footed steel rails, weighing 24-lb. to the yard, laid on sâl sleepers.

*Ballast.*—The line is ballasted with earth.

*Fencing.*—The line is unfenced except at Shahjahanpur station.

*Curves.*—There are no curves with a radius of less than 300 feet.

*Gradients.*—The line is not graded.

**Local Government orders and contracts—**

Powayan Steam Tramway Company Order, 1889, published under Notification by the Government of the North-Western Provinces and Oudh (now United Provinces of Agra and Oudh), No. 1808-W.R., dated the 18th December 1889, authorising the construction of a steam tramway from Shahjahanpur railway station on the Oudh and Rohilkhand railway to Khotar.

"Further Order" of the Powayan Steam Tramway Company, 1894, published under Notification by the Government of the North-Western Provinces and Oudh (now United Provinces of Agra and Oudh), No. 148—17-W. R., dated the 23rd April 1904, authorising the construction of an extension of the Powayan Steam tramway from Khotar to Mailani on the Lucknow-Bareilly railway.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 24}}{\text{Sub-heads (a) to (e)}}$. **ROHILKUND AND KUMAON RAILWAY SYSTEM**—*concld.*

**24 (*c*) Powayan Light railway** (2′ 6″ gauge)—*concld.*

**Local Government orders and contracts**—*concld.*

Contract, dated the 1st July 1901 (called the Tramway Company's contract), *between the Secretary of State and the Powayan Steam Tramway Company*, as to handing over to the former, or to the Working Agency appointed by him, the Tramway for maintenance, management and working.

Contract, dated the 6th November 1902 (supplemental to the contracts of 1882, 1890, 1892 and 1901, noted under 24 (*a*), Rohilkund and Kumaon railway), *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the maintenance, management and working of the Powayan Steam Tramway.

Contract, dated the 13th July 1906, *between the Secretary of State and the Rohilkund and Kumaon Railway Company*, as to the provision of moneys for capital expenditure, and acquisition by the Railway Company of interest in the Powayan Steam Tramway Company.

Contract, dated the 16th January 1912 (supplemental, or to be read as an annexure, to the contract of 1901), *between the Secretary of State and the Powayan Steam Tramway Company*, as to certain alterations and modifications in the provisions of clauses 2 and 18 of the contract of 1901 in regard to its determination.

**Main provisions of Local Government orders and contracts**—

(i) *Land.*—Provided at the cost of the Company, other than the portion of the provincial road which the Company is authorised to use.

(ii) *Government aid.*—The line, subject to interests acquired therein by the Rohilkund and Kumaon Railway Company, is the property of the Powayan Steam Tramway Company, and is managed, maintained and worked by the Rohilkund and Kumaon Railway Company on behalf of the Government.

(iii) *Terms of working.*—The working agency retains 70 per cent of the gross earnings of the tramway, until the line is fully equipped, and thereafter the same percentage as that at which the Rohilkund and Kumaon Railway Company's "open system" is worked, subject to a minimum of 60 per cent.

[NOTE.—The percentage so retained by the working agency is in full satisfaction of the cost of petty works, rolling-stock, plant and machinery costing not more than Rs. 200, subject to the limit of Rs. 20 per mile per half-year. The cost of petty works, rolling-stock, plant and machinery exceeding these limits is to be borne by the Capital Account of the Tramway Company.]

(iv) *Distribution of profits.*—After payment of working expenses as above noted and contributions to the Working Agency's Provident Fund, the balance of the gross earnings, if any, are paid over to the Tramway Company.

(v) *Rates and fares.*—To be those from time to time applicable to the Lucknow-Bareilly railway.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, police, troops, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Not specified.

(vii) *Power of the Government to determine contract.*—Government may terminate the contract on the 31st December 1932, or on the 31st December in any subsequent year but not earlier, on 12 months' notice given. Government may also terminate the contract at any time, on 6 months' notice, if the Company fail to observe its obligations.

Government also have the option, on giving 12 months' notice to the Tramway Company, after the Shahjahanpur-Khotar section has been open for public traffic for 15 years and the Khotar-Mailani section for 10 years, and thereafter at terms of 7 years each, to take over the tramway on paying the Tramway Company the value of the property as a dividend-earning investment at the date of giving such notice, with an additional bonus of 20 per cent over and above such value.

(viii) *Power of the Company to surrender contract*—Nil.

(ix) *Term of contract* [*if not determined under* (vii)].—Up to the 31st December 1932.

**Statistics of working**—

| | TABLE I. | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1901 | 39·50 | 8,41,088 | 66,862 | 20,059 | 2·39 | 33 | 70·00 |
| 1902 | 39·50 | 8,93,456 | 75,676 | 22,521 | 2·52 | 37 | 70·24 |
| 1903 | 39·50 | 8,94,619 | 71,815 | 28,482 | 3·18 | 35 | 60·34 |
| 1904 | 39·50 | 8,94,751 | 73,015 | 30,937 | 3·46 | 38 | 60·34 |
| 1905 | 39·50 | 8,94,751 | 92,614 | 36,707 | 4·10 | 45 | 60·37 |
| 1906 | 39·50 | 8,94,751 | 99,566 | 39,491 | 4·41 | 48 | 60·34 |
| 1907 | 39·50 | 8,94,751 | 87,302 | 34,626 | 3·87 | 42 | 60·34 |
| 1908 | 39·50 | 8,94,801 | 81,450 | 32,292 | 3·60 | 40 | 60·35 |
| 1909 | 39·50 | 8,94,801 | 91,687 | 36,353 | 4·06 | 45 | 60·35 |
| 1910 | 39·50 | 8,94,801 | 95,236 | 37,799 | 4·22 | 46 | 60·31 |
| 1911 | 39·50 | 8,94,801 | 1,02,692 | 40,737 | 4·51 | 50 | 60·33 |
| 1912 | 39·50 | 8,94,801 | 1,01,188 | 40,213 | 4·49 | 49 | 60·26 |
| 1st qr. of 1913 | 39·50 | 8,94,801 | 20,797 | 8,262 | 0·92 | 44 | 60·27 |
| 1913-14 | 39·50 | 9,84,801 | 97,968 | 38,875 | 4·34 | 48 | 60·32 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 25}}{\text{Sub-head (a)}}$ **UDAIPUR-CHITORGARH RAILWAY** (3′ 3½″ gauge)—

The line was constructed at the expense of the Mewar Durbar, and was maintained and worked by the Bombay, Baroda and Central India Railway Company up to the 31st December 1897. With effect from 1st January 1898 the maintenance and working of the line were taken over by the Durbar.

**Running powers—**

*Home line over Foreign line :—*

| | Miles. |
|---|---|
| Bombay, Baroda and Central India railway, 3′ 3½″ gauge, Berach Signal station to Chitorgarh . | 1·42 |

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Berach near Chitorgarh to Debari near Udaipur . . . . . | 1-8-95 | 60·39 | |
| Separate station at Chitorgarh . . . . . | 15-8-98 | 0·47 | |
| Debari to Udaipur . . . . . | 25-8-99 | 6·44 | |
| TOTAL . | ... | ... | 67·30 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 41½-lb. flat-footed steel rails laid on deodar sleepers.

*Ballast.*—The ballast consists of broken stone.

*Fencing.*—The line is fenced round stations only.

*Curves.*—On the Berach-Debari section the sharpest curve is of 1,146 feet radius; and on the extension from Debari to the Ahr river near Udaipur, at the 61st mile, the sharpest curve has a radius of 820 feet.

*Gradients.*—The ruling gradient is 1 in 120, except on the section Debari to Udaipur where it is 1 in 100.

**Contract—**

Nil.—The line is owned and worked by the Mewar Durbar.

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| | TABLE I. | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 . . . . | 67·30 | 20,66,093 | 1,51,293 | 53,175 | 2·57 | 42 | 64·86 |
| 1905 . . . . | 67·30 | 20,67,464 | 2,07,927 | 1,03,552 | 5·00 | 58 | 50·19 |
| 1906 . . . . | 67·30 | 20,75,567 | 2,47,813 | 1,35,467 | 6·52 | 69 | 45·33 |
| 1907 . . . . | 67·30 | 20,75,702 | 2,50,515 | 1,36,695 | 6·58 | 70 | 45·43 |
| 1908 . . . . | 67·30 | 20,77,554 | 2,38,916 | 1,18,044 | 5·68 | 68 | 50·59 |
| 1909 . . . . | 67·30 | 20,96,883 | 2,43,050 | 1,24,855 | 5·95 | 69 | 48·62 |
| 1910 . . . . | 67·30 | 20,97,410 | 2,52,090 | 1,33,470 | 6·36 | 72 | 47·05 |
| 1911 . . . . | 67·30 | 21,15,951 | 2,84,208 | 1,53,802 | 7·24 | 81 | 46·07 |
| 1912 . . . . | 67·30 | 21,95,945 | 3,05,495 | 1,57,311 | 7·16 | 87 | 48·50 |
| 1st qr. of 1913 . . | 67·30 | 22,16,086 | 91,789 | 54,629 | 2·47 | 104 | 40·48 |
| 1913-14 . . . | 67·30 | 22,34,126 | 3,19,133 | 1,65,344 | 7·40 | 91 | 48·18 |

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

## Number $\frac{\text{Main head } 26}{\text{Sub-head } (a)}$. AMBAJI-TARANGA LIGHT RAILWAY (2′ 6″ gauge)—

*Date of registration of the Company.*—1st September 1905.

The construction of this line by the agency of the Ambaji-Taranga Light Railway Company was authorised by the Railway Board in their letter No. 1693 R. C., dated the 8th July 1911.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Baroda Frontier to Samaia (sanctioned on 8th July 1911) . . . . . | ... | 18·00 | 18·00 |

## Number $\frac{\text{Main head } 27}{\text{Sub-head } (a)}$. ARRAH-SASARAM LIGHT RAILWAY (2′ 6″ gauge)—

*Date of registration of the Company.*—19th October 1909.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Arrah to Sasaram . . . . . | 6-3-11 | 60·50 | 60·50 | |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Sasaram to Tarachandi Hill (sanctioned on 8th September 1913) . | ... | 4·66 | 4·66 | |
| GRAND TOTAL . | ... | ... | ... | 65·16 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 30-lb. flat-footed steel rails on sâl sleepers.

*Ballast.*—The line is ballasted with broken stone.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 573 feet radius.

*Gradients.*—The ruling gradient is 1 in 250.

**Local Government orders and agreements—**

The Arrah-Sasaram Tramway Company order published under the Bengal Government, Railway Department, Notification No. 39 R., dated the 12th October 1909, authorising the construction of a line from Arrah to Sasaram in the district of Shahabad.

Agreement, dated the 15th October 1909, *between the District Board of Shahabad and Messrs. Martin and Company of Calcutta (called "the Promoters") by and on behalf of the Arrah-Sasaram Light Railway Company*, as to the grant of a concession to the Company of the right to construct and work the line.

Agreement, dated the 30th October 1912 (supplemental to the agreement of 15th October 1909), *between the District Board of Shahabad and the Arrah-Sasaram Light Railway Company*; } as to the construction, maintenance and working of the extension from Sasaram to Tarachandi Hill as a part of the Arrah-Sasaram Light railway.

The Arrah-Sasaram Tarachandi Hill extension order published under the Bihar and Orissa Government, Railway Department, Notification No. 4760 R., dated the 8th September 1913;

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 27}}{\text{Sub-head (a)}}$. **ARRAH-SASARAM LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

**Main provisions of Local Government orders and agreements—**

(i) *Land.*—Provided at the cost of the Company, except one side of the district road the free use of which is authorised.

(ii) *Aid by the Local authority.*—The District Board of Shahabad recommend and apply to the Local Government to exempt the Company from the tax on account of road cess, or to exact only a nominal tax, for a period of 21 years from the date when the line is opened for traffic, with power of renewal. The Board also guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary to allow of it paying a dividend of 4 per cent per annum on their share capital, provided that the total liability of the Board on this account in any one year shall not exceed Rs. 88,000 or the sum of 4 per cent on the Company's share capital whichever is less.

(iii) *Distribution of profits.*—Surplus profits in excess of 4 per cent on the share capital of the Company are divided equally between the District Board of Shahabad and the Company.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and the adoption of the General Classification of goods with separate maximum and minimum rates for goods of the different classes have been prescribed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, postal officers and servants on duty.—To be conveyed at the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government officials and Government stores.— } Nil.

(*c*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Local authority to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, and at the end of every 7 years thereafter, the District Board have, by giving six months' previous notice, the right of purchasing the line by paying to the Company 25 times the yearly average net earnings of the 3 years preceding the purchase, subject to a maximum of 120 and a minimum of 100 per cent of the capital cost.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—Not specified.

**Statistics of working—**

| | Table I. | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Subsidy from the District Board. | Total income [column 5+ column 7]. | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1911 . | 60·50 | 20,75,772 | 1,38,386 | 44,286 | 2·13 | 15,581 | 59,867 | 2·88 | 45 | 66·79 |
| 1912 . | 60·50 | 21,98,127 | 1,72,469 | 59,379 | 2·71 | 21,805 | 81,184 | 3·69 | 54 | 65·54 |
| 1st qr. of 1913. . | 60·50 | 22,05,708 | 45,682 | 16,472 | 0·74 | 4,681 | 21,153 | 0·95 | 58 | 63·94 |
| 1913-14 . | 60·50 | 22,31,435 | 1,94,799 | 71,403 | 3·19 | 17,992 | 89,395 | 4·00 | 61 | 63·37 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 28}}{\text{Sub-head (a)}}$. **BANGALORE-CHICKBALLAPUR LIGHT RAILWAY** (2′ 6″ gauge)—

This railway is being financed by an Indian Company floated for the purpose under a guarantee from the Mysore Durbar of 4 per cent per annum on the subscribed capital. Its construction was sanctioned by the Secretary of State for India in his Despatch No. 75 Railway, dated the 10th September 1909.

During the year under report, the Mysore Durbar undertook the construction of the line on behalf of the Company, and the work on the section between Yellahanka, a station on the Hindupur (Yesvantpur-Mysore Frontier) railway, to Devanhalli, 14·39 miles, was in progress.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Bangalore to Chickballapur (sanctioned on 10th September 1909) . . . . | ... | 37·95 | 37·95 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 29}{\text{Sub-head (a)}}$. **BARASET-BASIRHAT LIGHT RAILWAY** (2′ 6″ gauge)—

*Date of registration of the Company.*—30th July 1903.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| Baraset to Basirhat. | 1-2-05 | 26·00 | | |
| Basirhat to Chingrighata | 2-3-09 | 8·50 | | |
| | | | 34·50 | |
| *Pattipooker branch—* | | | | |
| Beliaghata Bridge to Pattipooker | 16-2-10 | 16·62 | | |
| | | | 16·62 | |
| TOTAL | ... | ... | ... | 51·12 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 30-lb. flat-footed steel rails on pynkado, sâl and Australian jarrah wood sleepers.

*Ballast.*—The line is ballasted with broken brick.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve has a radius of 400 feet.

*Gradients.*—The ruling gradient is 1 in 250.

**Agreements and Local Government orders—**

Agreement, dated the 14th December 1897 (called the principal agreement), *between the District Board of the 24 Parganas and Messrs. Martin and Company on behalf of the Baraset-Basirhat Tramway Company, Limited,* as to the grant of a concession to the Tramway Company by the District Board;

Agreement, dated the 14th May 1902 (supplemental to the agreement of 1897), *between the District Board of the 24 Parganas and Messrs. Martin and Company on behalf of the Baraset-Basirhat Tramway Company, Limited,* modifying clause 4 of the agreement of 1897;

The Baraset-Basirhat Tramway Company order, published under the *Bengal Government, Railway Department, Notification No. 86 R., dated the 15th May 1903;*

} as to the construction, maintenance and working of the line from Baraset to Basirhat.

Agreement, dated the 3rd August 1903, *between the District Board of the 24 Parganas, Messrs. Martin and Company and the Baraset-Basirhat Light Railway Company, Limited,* as to the adoption as between the Board and the new Railway Company of the agreement of 1897 as modified by the agreement of 1902, and as to the discharge of the Promoters from all liability thereunder or in respect thereof.

Agreement, dated the 6th November 1907 (supplemental to the agreements of 1897, 1902 and 1903), *between the District Board of the 24 Parganas and the Baraset-Basirhat Light Railway Company, Limited;*

The Baraset-Basirhat-Taki Extension order, published under the *Bengal Government, Railway Department, Notification No. 22 R., dated the 23rd November 1907;*

} as to the construction, maintenance and working of the extension from Basirhat to Taki and Hosanabad as a part of the Baraset-Basirhat Light railway.

Agreement, dated the 21st December 1908 (supplemental to the agreements of 1897, 1902, 1903 and 1907), *between the District Board of the 24 Parganas and the Baraset-Basirhat Light Railway Company, Limited;*

The Baraset-Basirhat-Pattipooker Extension order, published under the *Bengal Government, Railway Department, Notification No. 9 R., dated the 19th February 1909;*

} as to the construction, maintenance and working of an extension from Beliaghata bridge to Pattipooker, as part of the Baraset-Basirhat Light railway.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 29, Sub-head (*a*). **BARASET-BASIRHAT LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

**Main provisions of agreements and Local Government orders—**

(i) *Land.*—Land, other than portions of the District Road between Baraset and Basirhat the free use of which in perpetuity is authorised by the District Board, provided at the cost of Company's capital.

(ii) *Aid by the District Board.*—The District Board recommend and apply to the Local Government either to exempt the Company from the road cess or to exact only a nominal tax for a period of 21 years from the date when the line is opened for traffic, with power of renewal. The District Board also guarantee such an annual subsidy as may be necessary to make the net profits of the Company equal to Rs. 1,500 per mile of line open, provided that the total contribution by the Board does not exceed Rs. 38,000 per annum, being 4 per cent on the amount of the Company's share capital.

(iii) *Distribution of profits.*—Surplus profits in excess of 4 per cent on the Company's share capital are divisible equally between the District Board and the Company.

(iv) *Rates and fares.*—Certain maxima fares for passengers, and a tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails and postal officers and servants on duty.—At the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government officials and Government stores.—

(*c*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the District Board to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, or at intervals of 7 years thereafter, the District Board, by giving 6 months' notice, can purchase the undertaking by paying to the Company 20 times the average net annual profits of the 4 years preceding the transaction, together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi) ].—Not specified.

**Statistics of working—**

| | Table I. | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Subsidy from, (+), or share of surplus profits to, (−), the District Board. | Total income. | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1905 . | 26·06 | 9,07,781 | 1,11,201 | 55,682 | 6·13 | −5,394 | 50,288 | 5·54 | 90 | 49·93 |
| 1906 . | 26·06 | 9,53,953 | 1,50,731 | 79,536 | 8·35 | −12,669 | 66,867 | 7·02 | 111 | 47·28 |
| 1907 . | 26·06 | 10,06,570 | 1,72,574 | 85,830 | 8·53 | −16,096 | 69,734 | 6·93 | 127 | 50·26 |
| 1908 . | 26·06 | 10,52,939 | 1,49,043 | 58,588 | 5·56 | −5,944 | 52,644 | 5·00 | 110 | 60·69 |
| 1909 . | 34·50 | 14,20,827 | 1,79,715 | 69,303 | 4·88 | −6,478 | 62,825 | 4·42 | 97 | 62·45 |
| 1910 . | 51·12 | 21,80,982 | 2,85,676 | 72,810 | 3·36 | −674 | 72,686 | 3·33 | 88 | 69·89 |
| 1911 . | 51·12 | 22,12,771 | 2,78,247 | 1,13,198 | 5·07 | −6,356 | 1,05,842 | 4·78 | 105 | 59·67 |
| 1912 . | 51·12 | 22,42,897 | 3,38,314 | 1,62,421 | 7·24 | −23,668 | 1,38,753 | 6·18 | 127 | 51·99 |
| 1st qr. of 1913. | 51·12 | 22,46,018 | 90,886 | 38,007 | 1·69 | −4,429 | 33,518 | 1·49 | 136 | 58·18 |
| 1913-14 . | 51·12 | 23,08,116 | 3,28,574 | 1,36,596 | 5·91 | −16,052 | 1,20,546 | 5·22 | 124 | 58·42 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 30}}{\text{Sub-head (a)}}$. **BARSI LIGHT RAILWAY** (2′ 6″ gauge)—

*Chairman.*—G. A. Anderson, Esq.
*Secretaries.*—W. A. Browne & Co.
*Offices.*—Winchester House, Old Broad Street, London, E.C.
*Date of registration of the Company.*—11th July 1895.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| Barsi Road Junction to Barsi Town | 1-3-97 | 21·59 | | |
| *Pandharpur extension—* | | | 21·59 | |
| Barsi Road Junction to Pandharpur | 2-12-06 | 30·56 | | |
| *Tadwale extension—* | | | 30·56 | |
| Barsi Town to Kuslamb | 15-6-05 | 6·34 | | |
| Kuslamb to Tadwale | 1-5-06 | 20·36 | | |
| *Latur extension—* | | | 26·70 | |
| Tadwale to Latur | 1-5-11 | 36·99 | | |
| | | | 36·99 | |
| TOTAL OPEN MILEAGE | ... | ... | ... | 115·84 |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Pandharpur to Pandharpur town (sanctioned on 21st November 1908 | ... | 1·36 | | |
| | | | 1·36 | 1·36 |
| GRAND TOTAL | ... | ... | ... | 117·20 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 35-lb. flat-footed steel rails on steel sleepers.

*Ballast.*—The line is ballasted with stone and moorum.

*Fencing.*—The line is unfenced, except for a short distance on either side of level crossings and at bridges. Barsi Road Junction and Barsi Town stations and all stations on the Tadwale and Pandharpur extensions are also fenced.

*Curves.*—The sharpest curve is of 425 feet radius.

*Gradients.*—The ruling gradient is 1 in 100. There are, however, two steeper gradients on the original line (from Barsi Road Junction to Barsi Town) one of 1 in 89 and one of 1 in 90; and two on the Tadwale Extension—one of 1 in 50 and the other of 1 in 70.

**Contracts and agreements—**

Contract, dated the 1st August 1895, *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working of the line from Barsi Road Junction to Barsi Town (called "the Barsi Town railway").

Contract, dated the 26th August 1902, *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working of "the Pandharpur extension" and "the Tadwale extension," as modified by letter *from the India Office to the London Board of the Barsi Light Railway Company*, No. P.W. 1020, dated the 22nd June 1904, extending to 1944 the term at the end of which the option of purchase of the Company's undertaking may be exercised by the Government under clause 59 of the contract.

Contract, dated the 28th May 1903 (supplemental to those of 1895 and 1902), *between the Secretary of State and the Barsi Light Railway Company*, as to the adoption of 1*s.* 4*d.* as the "prescribed" rate of exchange.

Contract, dated the 4th December 1905 (supplemental to that of 1902), *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working of the Pandharpur and Tadwale Extensions, and for the issue of Debenture Stock.

Contract, dated the 31st March 1909 (supplemental to the contracts of 1902, 1903 and 1905), *between the Secretary of State and the Barsi Light Railway Company*, as to the construction, maintenance and working, and the inclusion in "the Tadwale Extension," of the railway from Tadwale to the frontier of the Hyderabad State (called "the Hyderabad Frontier Extension"), near Latur in that State.

Agreement, dated the 21st April 1909, *between the Government of His Highness the Nizam of Hyderabad and the Barsi Light Railway Company*, as to the construction, maintenance and working of a railway from the frontier of the Hyderabad State to Latur in that State, known as the Latur extension.

Agreement, dated the 4th May 1909, *between His Highness the Nizam's Guaranteed State Railways Company and the Barsi Light Railway Company*, as to the former waiving, in favour of the latter, its preferential right to construct and work the railway from the frontier of the Hyderabad State to Latur in that State, known as the Latur extension.

Contract, dated the 7th October 1913 (supplemental to the contracts of 1902, 1903, 1905 and 1909) *between the Secretary of State and the Barsi Light Railway Company*, as to the extension of the Company's existing line from Barsi town to Pandharpur station on the north bank of the Bhima river to the town of Pandharpur.

Contract, dated the 24th February 1914 (supplemental to the contracts of 1895, 1902, 1903, 1905, 1909 and 1913) *between the Secretary of State and the Barsi Light Railway Company*, as to the adoption of the Government Financial year for the purposes of accounts.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 30}}{\text{Sub-head (a)}}$. **BARSI LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

**Main provisions of contracts and agreements—**

(i) *Land.*—In the case of the original Barsi railway the Company are allowed the use of part of the road between Barsi Town and Barsi Road Junction station, any land required outside the road being acquired, at the expense of the Company. For the extensions, land in British territory has been provided by the British Government; that in the Hyderabad State by the Government of His Highness the Nizam, free of cost to the Company.

(ii) *Government aid.*—Nil.

(iii) *Distribution of profits.*—The whole to go to the Company.

(iv) *Rates and fares.*—Certain maxima have been fixed, within which the Company are permitted to vary their rates. On the Extensions the goods classification in force on the Great Indian Peninsula railway is to be adopted. In addition to the above, the Company shall be entitled to charge a pontage on passenger and goods traffic crossing the Bhima river subject to certain conditions.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.— } To be conveyed upon the whole of the Companys' system at the same rates and fares, and on the same general conditions, as may be in force on State railways. On the Latur extension bullion and coin belonging to His Highness the Nizam's Government or the Government of India, and the persons in charge thereof are carried at special rates.

(*b*) Government bullion and coin, and the persons in charge thereof:— }

(vi) *Power of the Government to determine contract.*—The Government may determine the contract on the 1st January 1944, or at the expiration of any subsequent period of 10 years, by giving 12 months' notice. If the contract is so determined, the Government to pay the Company in England in sterling a sum such as, when added to any unspent capital, shall amount to the total paid up capital expended with the authority of the Government. His Highness the Nizam's Guaranteed State Railways Company have the option of purchasing the length of the line (excluding rolling-stock, workshop machines and stores) from the frontier of the Hyderabad State to Latur in that State, subject in all respects to the rights of the Nizam's Government under the agreement between His Highness' Government and the Barsi Light Railway Company and also under the several contracts between His Highness' Government and the Nizam's Guaranteed State Railways Company, after the expiration of 20 years from the date of its opening throughout for traffic, on giving 12 months' notice, at a price which shall be 5 per cent in excess of the actual capital expenditure. In the event of His Highness the Nizam's Guaranteed State Railways Company not exercising this right, His Highness the Nizam's Government have the right, on giving 12 months' notice, to purchase the same line at any time after the expiration of twenty years from the date of its opening, at a price which shall be 5 per cent in excess of the actual capital expenditure.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)].—Not specified.

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 . | 21·59 | 13,43,991 | 1,66,934 | 64,952 | 4·83 | 149 | 61·09 |
| 1905 . | 27·93 | 27,88,002 | 2,19,478 | 1,39,618 | 5·01 | 168 | 36·29 |
| | | | | | | | 49·90 |
| 1906 . | 78·50 | 41,11,334 | 2,19,234 | 1,09,862 | 2·67 | 96 | 58·76 |
| 1907 . | 78·50 | 47,47,986 | 5,43,330 | 2,24,080 | 4·72 | 183 | 60·08 |
| 1908 . | 78·50 | 48,29,287 | 4,31,002 | 1,72,063 | 3·36 | 165 | 39·58 |
| 1909 . | 78·50 | 57,13,286 | 6,44,775 | 3,59,578 | 6·82 | 158 | 44·18 |
| 1910 . | 78·50 | 61,33,032 | 6,97,520 | 3,89,427 | 6·52 | 174 | |
| | | | | | | | 46·44 |
| 1911 . | 115·84 | 68,96,322 | 7,44,733 | 3,98,877 | 5·79 | 124 | 45·05 |
| 1912 . | 115·84 | 70,14,477 | 10,31,325 | 5,66,671 | 8·09 | 171 | |
| | | | | | | | 39·60 |
| 1st qr. of 1913 . | 115·84 | 70,09,214 | 3,09,586 | 1,86,976 | 2·65 | 206 | 35·78 |
| 1913-14 . | 115·84 | 71,46,963 | 13,16,673 | 8,46,582 | 11·94 | 219 | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 31}}{\text{Sub-head (a)}}$ **BOWRINGPET-KOLAR RAILWAY** (2′ 6″ gauge)—

This line, which has been financed by the District Board of Kolar from the proceeds of a debenture loan, was sanctioned for construction by the Mysore Durbar in the Government of India, Foreign Department, letter No. 2161-I. B., dated the 15th October 1912.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Bowringpet to Kolar . . . . . | 15-12-13 | 10·92 | 10·92 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of second-hand 41½-lb. rails, 5 miles of which are laid on teakwood and the remainder on steel peapod trough sleepers. The wooden sleepers are mostly squared, and a few half-round.

*Ballast.*—The line is ballasted with sand.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 716 feet radius.

*Gradients.*—The ruling gradient is 1 in 100.

**Agreement—**

*Between the Mysore Durbar and the District Board of Kolar*, as to the maintenance, management and working of the line by the Mysore Durbar, under consideration.

**Main provisions of agreement—**

(i) *Land.*—All land, except that required for quarrying ballast, brick-fields and kindred purposes, was provided by the Mysore Durbar free of cost.

(ii) *Mysore Government aid.*—The line which has been financed by the District Board of Kolar from the proceeds of a debenture Loan was constructed, and is worked, by the Mysore Durbar, for the District Board of Kolar. The Durbar guarantees the payment of interest at 4 per cent. to the debenture holders for 25 years after the opening of the line, the District Board subsequently recouping the Durbar any amount advanced for the purpose.

(iii) *Terms of working.*— } The railway is charged with the same percentage of its gross
(iv) *Distribution of profits.*— } earnings as obtains on the Mysore State railways. The balance of the gross earnings is payable to the District Board. In addition to the *net* earnings the District Board are entitled to a rebate equal to the difference between the percentage charged and the actual working expenses whenever the latter exceed the former.

(v) *Rates and fares.*—Certain maxima and minima have been fixed by the Mysore Durbar within which rates can be varied under the advice of the Railway Board.

(vi) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores— } Any special service that the Durbar may require for any of their own Departments or for the Departments of the Government of India shall be performed under the same conditions as may for the time being be in force on State owned and worked railways.

(*b*) Government bullion and coin, and the persons in charge thereof— }

(vii) *Power of the Government to determine agreement.*—The Government have power to purchase the railway at the end of 25 years after the opening of the line, or at subsequent intervals of 10 years subject to 12 months' notice.

(viii) *Power of the Mysore Durbar to determine agreement.*—The Mysore Durbar may purchase the railway at any time after 12 months' notice in the following events :—

(*a*) If it is necessary to alter the gauge of the line ;

(*b*) If it is desired to convert this line into a line of through communication ; and

(*c*) If the District Board cannot find money required for further extension of the line.

(ix) *Term of agreement* [*if not determined under* (vii) *or* (viii)].—Nil.

**Statistics of working—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of the year. | Total capital outlay, including suspense, to end of the year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1913-14 . . . | 10·92 | 2,95,577 | 7,596 | −258 | ... | 43 | 103·38 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 32}}{\text{Sub-head (a)}}$. **BUKHTIARPORE-BIHAR LIGHT RAILWAY** (2′ 6″ gauge)—

*Date of registration of the Company.*—19th July 1901.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Bukhtiarpore on the East Indian railway to Bihar | 1-7-03 | 12·50 | |
| Bihar to Silao | 17-7-09 | 9·50 | |
| Silao to Rajgir | 1-11-11 | 5·00 | |
| Total | ... | ... | 33·00 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 30-lb. flat-footed steel rails laid on pynkado sleepers.
*Ballast.*—The ballast consists of broken stone, except in the first few miles where a portion of the packing has been done with broken brick.
*Fencing.*—The line is unfenced.
*Curves.*—The sharpest curve has a radius of 260 feet.
*Gradients.*—The grades are easy, except at bridge approaches and up through the villages of Chero and Rajgir where the grade is 1 in 100.

**Agreements and Local Government orders—**

Agreement, dated the 21st August 1899, *between the District Board of Patna and Messrs. Martin and Company of Calcutta, the Promoters, on behalf of the Bukhtiarpore-Bihar Light Railway Company*, scheduled to the above order;
The Bukhtiarpore-Bihar Tramway Company order published under the *Bengal Government, Railway Department, Notification No. 100-R., dated the 25th June 1901*;
Agreement, dated the 16th August 1901, *between Messrs. Martin and Company of Calcutta and the Bukhtiarpore-Bihar Light Railway Company*;
} as to the construction, maintenance and working of the Bukhtiarpore-Bihar Light railway.

Agreement, dated the 17th February 1904, *between the District Board of Patna and the Bukhtiarpore-Bihar Light Railway Company*, as to the use of land for a siding at Bihar.

Agreement, dated the 2nd June 1908 (supplemental to the agreements of 1899 and 1901), *between the District Board of Patna and the Bukhtiarpore-Bihar Light Railway Company*;
The Bukhtiarpore-Bihar Extension order published under the *Bengal Government, Railway Department, Notification No. 11-R., dated the 15th June 1908*;
} as to the construction, maintenance and working of the extension of the Bukhtiarpore-Bihar Light railway from Bihar to Silao.

The Bukhtiarpore-Bihar-Rajgir extension order published under the *Bengal Government, Railway Department, Notification No. 20-R., dated the 14th November 1911*;
Agreement, dated the 28th November 1911 (supplemental to the agreements of 21st August 1899, 16th August 1901 and 2nd June 1908), *between the District Board of Patna and the Bukhtiarpore-Bihar Light Railway Company*;
} as to the construction, maintenance and working of the extension of the Bukhtiarpore-Bihar Light railway from Silao to Rajgir.

**Main provisions of agreements and Local Government orders—**

(i) *Land.*—The District Board of Patna grant to the Bukhtiarpore-Bihar Light Railway Company in perpetuity, subject to their right of purchasing the line [as in (vi) below], the free use of so much of the side portion of the District Board road between Bukhtiarpore and Bihar as is necessary, but not exceeding a width of eight feet, for the purpose of the railway; and promote the acquisition of any additional land required outside the boundary of the said road at the cost of the Company.

(ii) *Aid by the Local Authority.*—The District Board of Patna will recommend and apply to the Local Government either to exempt the Bukhtiarpore-Bihar Light Railway Company from the tax on account of road cess or to exact only a nominal tax for a period of twenty-one years from the date when the line is opened for traffic, with power of renewal. The Board also guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary to allow of the Company paying a dividend of 4 per cent per annum on their share capital, provided that the total liability of the Board on this account in any one year shall not exceed Rs. 32,000 or the sum of 4 per cent on the Companys' share capital.

(iii) *Distribution of profits.*—Any surplus profits in excess of 4 per cent on the share capital of the Railway Company are to be equally divided between the District Board of Patna and the Company.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main Head 32}}{\text{Sub-head (a)}}$ **BUKHTIARPORE-BIHAR LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

**Main provisions of agreements and Local Government orders**—*concld.*

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years, from the date of the Local Government order authorising the construction of the line, and at the end of every seven years thereafter, the District Board of Patna have, by giving six months' previous notice, the right of purchasing the line by paying to the Company the value calculated at twenty years' purchase of the average net annual profits of the Company during the four years preceding the transaction together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement.*—None specified.

**Statistics of working**—

| | Table I. | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Subsidy from, (+), or share of surplus profits to, (—) the District Board. | Total income [column 5 + or — column 7] | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1903 . . . | 18·50 | 7,48,851 | 35,800 | 15,117 | 2·02 | ... | 15,117 | 2·02 | 74 | 57·77 |
| 1904 . . . | 18·50 | 8,11,233 | 1,18,923 | 66,571 | 8·21 | —10,616 | 55,955 | 6·90 | 118 | 41·37 |
| 1905 . . . | 18·50 | 8,25,210 | 88,848 | 35,091 | 4·33 | —90 | 35,591 | 4·31 | 92 | 59·84 |
| 1906 . . . | 18·50 | 8,43,827 | 1,11,409 | 48,163 | 5·71 | —5,674 | 42,489 | 5·04 | 116 | 56·77 |
| 1907 . . . | 18·50 | 8,92,221 | 1,10,888 | 46,073 | 5·16 | —4,501 | 41,572 | 4·66 | 115 | 58·45 |
| 1908 . . . | 18·50 | 9,00,878 | 1,10,152 | 45,122 | 5·01 | —1,915 | 43,207 | 4·80 | 114 | 59·04 |
| 1909 . . . | 28·00 | 11,96,973 | 1,52,322 | 58,331 | 4·87 | —5,198 | 53,133 | 4·44 | 128 | 61·70 |
| 1910 . . . | 28·00 | 12,01,403 | 1,23,956 | 54,564 | 4·54 | —3,421 | 51,143 | 4·25 | 85 | 55·99 |
| 1911 . . . | 33·00 | 12,38,725 | 1,34,135 | 62,381 | 5·04 | —4,827 | 57,554 | 4·64 | 78 | 53·38 |
| 1912 . . . | 33·00 | 12,63,209 | 2,49,976 | 1,42,235 | 11·26 | —20,464 | 1,21,771 | 9·64 | 145 | 43·10 |
| 1st qr. of 1913 . | 33·00 | 12,72,539 | 36,364 | 7,099 | 0·56 | +4,924 | 12,023 | 0·94 | 65 | 80·48 |
| 1913-14 . . . | 33·00 | 13,11,472 | 1,58,559 | 46,537 | 3·54 | +13,879 | 60,414 | 4·61 | 92 | 70·65 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 33}}{\text{Sub-head (a)}}$. **BURDWAN-KATWA RAILWAY** (2′ 6″ gauge)—

*Date of registration of the Company—1913.*

Construction of this line by the Burdwan-Katwa Railway Company was authorised in Railway Board's telegram No. 2711-R.C., dated the 30th December 1913.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Burdwan to Katwa (sanctioned on 30th December 1913) . . . . . | ... | 32·69 | 32·69 |

Number $\frac{\text{Main head 34}}{\text{Sub-head (a)}}$. **BUTHIDAUNG-MAUNGDAW LIGHT RAILWAY** (2′ 6″ gauge)—

*Date of registration of the Company.*—29th March 1913.

In the Buthidaung-Maungdaw Tramway Company Order published under the Burma Government, Revenue Department, Notification No. 82, dated the 4th July 1912, sanction was given to the construction, maintenance and working of this line by the Buthidaung-Maungdaw Tramway Company and the work of construction commenced in May 1913.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Buthidaung to Maungdaw (sanctioned on 6th June 1911) . . . . . | ... | 18·50 | 18·50 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 35, Sub-head (a) **CHAMPANER-SHIVRAJPUR LIGHT RAILWAY** (2' 6" gauge)—

*Date of registration of the Company.*—18th November 1905.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Champaner Road Junction to Pavagarh | 2-2-11 | 11·00 | |
| Pavagarh to Shivrajpur | 10-11-11 | 6·00 | |
| Shivrajpur to Bamankua mines | 1-1-11 | 1·44 | |
| Shivrajpur to Shivrajpur mines | 24-1-11 | 1·80 | |
| Total | ... | ... | 20·24 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 29½-lb. steel rails on wooden sleepers.

*Ballast.*—The line is ballasted with heavy stone ballast.

*Fencing.*—The line is unfenced except at station yards.

*Curves.*—The sharpest curve is of 800 feet radius.

*Gradients.*—The ruling gradient is 1 in 100.

**Local Government order—**

The Shivrajpur Tramway order published under the Bombay Government, Public Works Department, Notification No. 5-Ry., dated the 1st September 1909, as to the construction, maintenance and working of the line from Champaner Road to Shivrajpur.

"Further Order" published under the Bombay Government, Public Works Department, Notification No. 2 Ry., dated the 28th January 1913, authorising the introduction of an amended schedule of charges for the carriage of parcels and goods and a revised classification of goods, with maximum and minimum rates therefor.

**Main provisions of Local Government order—**

(i) *Land.*— } For the purposes of the line and not for the purposes of any building or
(ii) *Government aid.*— } erection connected therewith, the free use of the side of the provincial road between Champaner Road and Shivrajpur is authorised. Any additional land which may be in the possession of the Government and considered necessary for the purposes of the undertaking shall be provided by the Local Government free of cost. When the cost of the acquisition of land in private occupation exceeds the rate of Rs. 150 per acre, so much of such rate as is in excess of Rs. 150 shall be borne by the promoters; but in any other case the whole cost of acquisition shall be borne by the Government.

(iii) *Distribution of profits.*—The whole of the profits belong to the Shivrajpur Syndicate, Limited, of Bombay.

(iv) *Rates and fares.*—Certain maxima for coaching traffic and minima and maxima for goods traffic have been fixed. The railway can vary the rates and fares quoted so as not to exceed the maxima or go below the minima where the latter have been prescribed.

(v) *Special obligations as to the conveyance of.*—
(*a*) Mails, troops, police, high Government officials and Government stores.— } Nil.
(*b*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Government to determine contract.*—At the expiration of 31 years from the date of opening of the line, or at the end of any subsequent period of 10 years, the Local Government may, by giving to the promoters not less than 12 calendar months' notice, determine their order and purchase the undertaking at 25 times the average annual net earnings for the three calendar years immediately preceding the purchase, subject to a maximum of 120 and a minimum of 100 per cent of the capital cost.

(vii) *Power of the Company to surrender contract.*—Nil; but power is reserved to the Company to transfer the undertaking, with the sanction of the Local Government.

(viii) *Term of contract* [*if not determined under* (vi)].—None specified.

**Statistics of working—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1911 | 20·24 | 9,02,929 | 64,061 | 15,545 | 1·72 | 61 | 75·74 |
| 1912 | 20·24 | 9,26,707 | 87,721 | 31,705 | 3·42 | 83 | 63·86 |
| 1st qr. of 1913 | 20·24 | 9,27,947 | 32,759 | 18,153 | 1·95 | 124 | 44·59 |
| 1913-14. | 20·24 | 9,28,663 | 86,769 | 25,228 | 2·68 | 82 | 70·93 |

# APPENDIX 7—*contd.*

## *General results of working each railway system.*

| Classification No. of Railway (detailed in "Index" to Appendix 1). | | Railway system. | Year. | Mileage open at close of the year. | Total train-mileage (in thousands of miles). | Total capital outlay including ferries and suspense, on open line (in thousands of rupees). | Gross earnings (in thousands of rupees). | Working expenses (in thousands of rupees). | Net earnings (in thousands of rupees). | Percentage of working expenses to gross earnings. | Percentage of net earnings on total capital outlay given in column (7). |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | 3' 3½" GAUGE—*contd.* | | | | | | | | | |
| | | | 1909 | 391·13 | 1,081 | 2,74,24 | 32,55 | 18,53 | 14,02 | *56·93 | 5·11 |
| | | | 1910 | 391·13 | 1,249 | 2,77,74 | 36,56 | 18,50 | 18,06 | *50·62 | 6·50 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | 1911 | 391·13 | 1,228 | 2,91,88 | 34,97 | 21,85 | 13,12 | *62·48 | 4·50 |
| | | | 1912 | 441·44 | 1,436 | 3,26,31 | 44,26 | 23,73 | 20,53 | *53·63 | 6·29 |
| | | | 1st qr. of 1913 | 441·44 | 376 | 3,28,77 | 13,08 | 8,09 | 4,99 | *61·92 | 1·53 |
| | | | 1913-14 | 441·44 | 1,566 | 3,36,15 | 44,51 | 22,98 | 21,53 | *51·63 | 6·40 |
| | | | 1911 | 51·22 | 77 | 23,27 | 2,46 | 1,29 | 1,17 | *52·30 | 5·04 |
| | | | 1912 | 54·22 | 75 | 23,36 | 2,38 | 1,40 | 98 | *58·64 | 4·22 |
| 18 | (*a*) | Jamnagar ... | 1st qr. of 1913 | 54·22 | 19 | 23,54 | 79 | 38 | 41 | *47·70 | 1·75 |
| | | | 1913-14 | 54 22 | 77 | 23,54 | 2,92 | 1,36 | 1,56 | *46·62 | 6·62 |
| | | | 1909 | 950·76 | 1,530 | 2,48,84 | 37,55 | 21,23 | 16,32 | 56·54 | 6·56 |
| | | | 1910 | 1,005·45 | 1,713 | 2,62,33 | 47,51 | 21,54 | 25,97 | 45·34 | 9·90 |
| | | | 1911 | 1,084·81 | 2,003 | 2,83,96 | 62,15 | 26,05 | 36,10 | 41·91 | 12·71 |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner | 1912 | 1,219·28 | 2,282 | 3,18,81 | 70,42 | 32,61 | 37,81 | 46·31 | 11·86 |
| | | | 1st qr. of 1913 | 1,219·28 | 544 | 3,25,01 | 17,86 | 7,15 | 10,71 | 40·03 | 3·30 |
| | | | 1913-14 | 1,280·78 | 2,282 | 3,50,86 | 69,83 | 34,98 | 34,85 | 50·09 | 9·93 |
| | | | 1911 | 88·96 | 144 | 48,00 | 4,46 | 2,39 | 2,07 | *53·70 | 4·31 |
| | | | 1912 | 100·50 | 156 | 50,29 | 5,33 | 2,68 | 2,65 | *50·19 | 5·27 |
| 20 | (*a*) | Junagad ... | 1st qr. of 1913 | 113·42 | 39 | 57,13 | 1,63 | 78 | 85 | *48·02 | 1·09 |
| | | | 1913-14 | 113·42 | 159 | 60,37 | 6,19 | 3,21 | 2,98 | *51·93 | 4·92 |
| | | | 1909 | 2,084·37 | 5,744 | 17,72,66 | 1,61,97 | 97,80 | 64,17 | 60·38 | 3·62 |
| | | | 1910 | 2,091·16 | 5,865 | 17,94,78 | 1,70,86 | 1,00,88 | 69,98 | 59·04 | 3·90 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta. | 1911 | 2,091·16 | 6,267 | 18,11,20 | 1,79,93 | 1,06,61 | 73,32 | 59·25 | 4·05 |
| | | | 1912 | 2,091·16 | 6,359 | 18,24,63 | 1,87,94 | 1,07,70 | 80,24 | 57·30 | 4·40 |
| | | | 1st qr. of 1913 | 2,091·16 | 1,682 | 18,41.61 | 52,32 | 27,94 | 24,38 | 53·40 | 1·32 |
| | | | 1913-14 | 2,091·22 | 6,707 | 18,66,63 | 2,02,95 | 1,17,67 | 85,28 | 57·98 | 4·57 |
| | | | 1909 | 92·83 | 207 | 47,96 | 4,72 | 2,59 | 2,13 | *54·88 | 4·44 |
| | | | 1910 | 92·83 | 203 | 49,91 | 5,29 | 2,83 | 2,46 | *44·00 | 5·94 |
| | | | 1911 | 92·83 | 208 | 49,91 | 6,36 | 2,13 | 4,23 | *33·57 | 8·47 |
| 21 | (*a*) | Morvi ... | 1912 | 92·83 | 229 | 51,22 | 7,25 | 2,70 | 4,55 | *37·32 | 8·87 |
| | | | 1st qr. of 1913 | 92 83 | 53 | 51,14 | 1,91 | 51 | 1,40 | *23·57 | 2·74 |
| | | | 1913-14 | 92·83 | 219 | 52,11 | 7,77 | 2,74 | 5,03 | *35·25 | 9·65 |
| | | | 1909 | 28·96 | 103 | 70,32 | 4,09 | 3,55 | 54 | *86·87 | 0·77 |
| | | | 1910 | 28·96 | 104 | 75,94 | 4,57 | 3,85 | 72 | *84·15 | 0·95 |
| | | | 1911 | 28·96 | 97 | 77,29 | 4,95 | 3,70 | 1,25 | *74·81 | 1·62 |
| 10 | (*c*) | Nilgiri ... | 1912 | 28·96 | 97 | 78,32 | 5,22 | 4,05 | 1,17 | *77·63 | 1·49 |
| | | | 1st qr. of 1913 | 28·96 | 24 | 78,85 | 1,25 | 99 | 26 | *79·33 | 0·33 |
| | | | 1913-14 | Included | with the | South India | n railway | (3' 3½" gaug | e) | | |
| | | | 1909 | 439·10 | 931 | 2,69,90 | 29,88 | 15,77 | 14,11 | 52·78 | 5·23 |
| | | | 1910 | 439·10 | 963 | 2,68,36 | 31,71 | 13,93 | 17,78 | 54·17 | 6·63 |
| | | | 1911 | 482·77 | 980 | 2,90,96 | 34,14 | 15,69 | 18,45 | 45·95 | 6·39 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon. | 1912 | 552·64 | 1,087 | 3,43,74 | 41,68 | 16,48 | 25,20 | 39·53 | 7·33 |
| | | | 1st qr. of 1913 | 552·64 | 286 | 3,47,93 | 11,55 | 4,49 | 7,06 | 38·92 | 2·03 |
| | | | 1913-14 | 554·34 | 1,185 | 3,56,26 | 41,35 | 18,31 | 23,04 | 44·28 | 6·52 |



* See Appendix 1.

# APPENDIX 7—*contd.*

## *General results of working each railway system.*

| Classification No. of Railway (detailed in "Index" to Appendix 1). | | Railway system. | Year. | Mileage open at close of the year. | Total train-mileage (in thousands of miles). | Total capital outlay, including ferries and suspense, on open line (in thousands of rupees). | Gross earnings (in thousands of rupees). | Working expenses (in thousands of rupees). | Net earnings (in thousands of rupees). | Percentage of working expenses to gross earnings. | Percentage of net earnings on total capital outlay given in column (7). |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | 3′ 3½″ GAUGE—*concld.* | | | | | | | | | |
| | | | 1909 | 64·75 | 207 | 69,86 | 5,16 | 2,55 | 2,61 | *49·46 | 3·74 |
| | | | 1910 | 64·75 | 206 | 69,49 | 5,63 | 3,06 | 2,57 | *54·32 | 3·70 |
| | | | 1911 | 64·75 | 235 | 69,57 | 6,01 | 3,11 | 2,90 | *51·75 | 4·17 |
| 10 | (*f*) | Shoranur-Cochin | 1912 | 64·75 | 233 | 69,65 | 6,30 | 3,30 | 3,00 | *52·41 | 4·31 |
| | | | 1st qr. of 1913 | 64·75 | 58 | 69,56 | 1,61 | 80 | 81 | *49·52 | 1·16 |
| | | | 1913-14 | Included | with the | South Indi | an railway. | (3′ 3½″ | gauge). | | |
| | | | 1909 | 1,111·12 | 5,075 | 10,46,71 | 1,64,86 | 85,43 | 79,43 | 51·82 | 7·59 |
| | | | 1910 | 1,111·12 | 5,265 | 10,70,78 | 1,71,41 | 88,49 | 82,92 | 51·62 | 7·74 |
| | | | 1911 | 1,111·12 | 5,986 | 10,81,93 | 1,91,88 | 99,45 | 92,43 | 51·83 | 8·54 |
| 10 | (*b*) to (*i*) | South Indian... | 1912 | 1,111·12 | 6,114 | 11,19,52 | 2,09,64 | 1,06,00 | 1,03,64 | 50·56 | 9·26 |
| | | | 1st qr. of 1913 | 1,111·12 | 1,543 | 11,34,21 | 53,09 | 29,70 | 23,39 | 55·94 | 2·06 |
| | | | 1913-14 | 1,207·95 | 6,707 | 13,77,67 | 2,26,97 | 1,28,89 | 98,08 | 56·79 | 7·12 |
| | | | 1909 | 67·30 | 55 | 20,96 | 2,43 | 1,18 | 1,25 | *48·62 | 5·96 |
| | | | 1910 | 67·30 | 56 | 20,97 | 2,52 | 1,18 | 1,34 | *47·05 | 6·36 |
| | | | 1911 | 67·30 | 77 | 21,16 | 2,84 | 1,31 | 1,53 | *46·07 | 7·24 |
| 25 | (*a*) | Udaipur-Chitorgarh. | 1912 | 67·30 | 105 | 21,96 | 3,05 | 1,48 | 1,57 | *48·50 | 7·16 |
| | | | 1st qr. of 1913 | 67·30 | 26 | 22,06 | 92 | 37 | 55 | *40·48 | 2·48 |
| | | | 1913-14 | 67·30 | 104 | 22,34 | 3,19 | 1,54 | 1,65 | *48·18 | 7·40 |
| | | 2′ 6″ GAUGE. | | | | | | | | | |
| | | | 1911 | 60·50 | 73 | 20,76 | 1,33 | 89 | 44 | *66·79 | 2·13 |
| | | | 1912 | 60·50 | 88 | 21,98 | 1,72 | 1,13 | 59 | *65·54 | 2·71 |
| 27 | (*a*) | Arrah-Sasaram Light. | 1st qr. of 1913 | 60·50 | 33 | 22,06 | 45 | 29 | 16 | *63·24 | 0·75 |
| | | | 1913-14 | 60·50 | 113 | 22,19 | 1,94 | 1,23 | 71 | *63·37 | 3·19 |
| | | | 1909 | 34·50 | 70 | 14,21 | 1,74 | 1,05 | 69 | *60·45 | 4·86 |
| | | | 1910 | 51·12 | 122 | 21,81 | 2,36 | 1,62 | 74 | *68·89 | 3·36 |
| | | | 1911 | 51·12 | 124 | 22,13 | 2,78 | 1,66 | 1,12 | *59·67 | 5·07 |
| 29 | (*a*) | Baraset-Basirhat Light. | 1912 | 51·12 | 135 | 22,43 | 3,38 | 1,76 | 1,62 | *51·99 | 7·24 |
| | | | 1st qr. of 1913 | 51·12 | 32 | 22,46 | 91 | 53 | 38 | *58·18 | 1·69 |
| | | | 1913-14 | 51·12 | 130 | 23,08 | 3,28 | 1,92 | 1,36 | *58·42 | 5·91 |
| | | | 1909 | 78·50 | 133 | 49,56 | 6,45 | 2,55 | 3,90 | *39·58 | 7·87 |
| | | | 1910 | 78·50 | 145 | 50,34 | 6,98 | 3,08 | 3,90 | *44·18 | 7·75 |
| | | | 1911 | 115·84 | 149 | 49,00 | 7,45 | 3,46 | 3,99 | *46·44 | 6·84 |
| 30 | (*a*) | Barsi Light ... | 1912 | 115·84 | 194 | 70,14 | 10,31 | 4,65 | 5,66 | *45·05 | 8·08 |
| | | | 1st qr. of 1913 | 115·84 | 53 | 70,09 | 3,10 | 1,23 | 1,87 | *39·60 | 2·67 |
| | | | 1913-14 | 115·84 | 230 | 70,98 | 13,18 | 4,71 | 8,47 | *35·78 | 11·94 |
| 31 | (*a*) | Bowringpet-Kolar | 1913-14 | 10·92 | 5 | 2,96 | 8 | 8 | ... | *103·33 | ... |
| | | | 1909 | 28·00 | 45 | 11,97 | 1,52 | 94 | 58 | *61·70 | 4·85 |
| | | | 1910 | 28·00 | 42 | 12,01 | 1,24 | 69 | 55 | *55·99 | 4·54 |
| | | | 1911 | 33·00 | 44 | 12,38 | 1,34 | 72 | 62 | *53·38 | 5·04 |
| 32 | (*a*) | Bukhtiarpore-Bihar Light. | 1912 | 33·00 | 78 | 12,63 | 2,50 | 1,08 | 1,42 | *43·10 | 11·26 |
| | | | 1st qr. of 1913 | 33·00 | 13 | 12,73 | 36 | 29 | 7 | *80·48 | 0·55 |
| | | | 1913-14 | 33·00 | 46 | 13,11 | 1,68 | 1,12 | 46 | *70·65 | 3·54 |
| | | | 1911 | 20·24 | 27 | 9,03 | 64 | 49 | 15 | *75·74 | 1·72 |
| | | | 1912 | 20·24 | 34 | 9,26 | 88 | 56 | 32 | *63·86 | 3·42 |
| 35 | (*a*) | Champaner-Shivrajpur Light. | 1st qr. of 1913 | 20·24 | 8 | 9,28 | 33 | 15 | 18 | *44·59 | 1·94 |
| | | | 1913-14 | 20·24 | 28 | 9,39 | 87 | 62 | 25 | *70·93 | 2·68 |

* See Appendix 1.

# APPENDIX 7—*contd.*

## *General results of working each railway system.*

| "Classification No. of Railway (details in "Index" to Appendix 1). | | Railway system. | Year. | Mileage open at close of the year. | Total train-mileage (in thousands of miles). | Total capital outlay, including ferries and suspense, on open line (in thousands of rupees). | Gross earnings (in thousands of rupees). | Working expenses (in thousands of rupees). | Net earnings (in thousands of rupees). | Percentage of working expenses to gross earnings. | Percentage of net earnings on total capital outlay given in column (7). |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | 2' 6" GAUGE—*contd.* | 1909 | 36·78 | 27 | 9,43 | 85 | 37 | 48 | *43·61 | 5·09 |
| | | | 1910 | 36·78 | 29 | 9,43 | 94 | 37 | 57 | *40·24 | 6·04 |
| | | | 1911 | 36·78 | 32 | 9,49 | 1,01 | 42 | 59 | *42·05 | 6·17 |
| 36 | (a) | Cutch ... | 1912 | 36·78 | 33 | 9,89 | 1,02 | 45 | 57 | *44·67 | 5·69 |
| | | | 1st qr. of 1913 | 36·78 | 7 | 10,51 | 23 | 10 | 13 | *45·07 | 1·24 |
| | | | 1913-14 | 36·78 | 28 | 10,52 | 97 | 64 | 33 | *65·78 | 3·17 |
| | | | 1911 | 23·83 | 20 | 5,33 | 24 | 36 | —12 | *151·67 | ... |
| | | | 1912 | 23·83 | 17 | 5,51 | 79 | 45 | 34 | *56·17 | 6 31 |
| 37 | (a) | Dehri-Rohtas Light. | 1st qr. of 1913 | 23·83 | 13 | 5,79 | 31 | 13 | 18 | *43·20 | 3·11 |
| | | | 1913-14 | 23·83 | 36 | 6,15 | 1,50 | 56 | 94 | *37 33 | 15·25 |
| | | | 1909 | 19·62 | 19 | 6,92 | 36 | 30 | 6 | *84·06 | 0·87 |
| | | | 1910 | 19·62 | 20 | 6,97 | 48 | 28 | 20 | *58·99 | 2·85 |
| 38 | (a) | Dholpur-Bari | 1911 | 19·62 | 19 | 7,41 | 41 | 27 | 14 | *65·50 | 1·93 |
| | | | 1912 | 19·62 | 16 | 7,48 | 40 | 32 | 8 | *80·27 | 0·96 |
| | | | 1st qr. of 1913 | 19·62 | 4 | 7,77 | 14 | 8 | 6 | *60·04 | 0·77 |
| | | | 1913-14 | 28·43 | 20 | 7,59 | 54 | 32 | 22 | *60·04 | 2 86 |
| 40 | (d) | Godhra-Lunavada | 1913-14 | 24·00 | 6 | 11,40 | 13 | 11 | 2 | *86·00 | 0·16 |
| 41 | (a) | Jessore-Jhenidah | 1913-14 | 36·80 | 29 | 12,34 | 50 | 38 | 12 | *75·55 | 5·68 |
| | | | 1912 | 8·30 | | | | | | | |
| 42 | (a) | Madaya Light... | 1st qr. of 1913 | 8·30 | Information not furnished. | | | | | | |
| | | | 1913-14 | 8·30 | | | | | | | |
| | | | 1909 | 43·91 | 83 | 19,24 | 85 | 91 | —6 | 107·06 | ... |
| 10 | (j) & (k) | Morappur-Dharmapuri and Tirupattur-Krishnagiri. | 1910 | 43·91 | 84 | 19,58 | 1,03 | 83 | 20 | 80·58 | 1·02 |
| | | | 1911 | 43·91 | 80 | 19,44 | 1,06 | 88 | 18 | 83·02 | 0·93 |
| | | | 1912 | 43·91 | 83 | 19,42 | 1,13 | 90 | 23 | 79·64 | 1·18 |
| | | | 1st qr. of 1913 | 43·91 | 19 | 19,42 | 24 | 28 | —4 | 116·67 | ... |
| | | | 1913-14 | 98·78 | 129 | 41,45 | 1,81 | 1,84 | —3 | 101.65 | ... |
| | | | 1909 | 32·41 | 25 | 7,20 | 55 | 31 | 24 | *56·26 | 3·33 |
| | | | 1910 | 32·41 | 26 | 7,20 | 58 | 33 | 25 | *56·70 | 3·47 |
| | | | 1911 | 32·41 | 26 | 7,20 | 62 | 29 | 33 | *46·13 | 4·58 |
| 1 | (d) | Mourbhanj ... | 1912 | 32·41 | 25 | 7,20 | 51 | 28 | 23 | *55·43 | 3·19 |
| | | | 1st qr. of 1913 | 32·41 | 6 | 7,20 | 18 | 7 | 11 | *43·16 | 1·53 |
| | | | 1913-14 | 32·41 | 25 | 7,23 | 67 | 30 | 37 | *44·32 | 5·15 |
| 43 | (a) | Nadiad-Kapadvanj. | 1st qr. of 1913. | 27·86 | 3 | 9,25 | 6 | 5 | 1 | *72·45 | 0·20 |
| | | | 1913-14 | 27·86 | 44 | 12,50 | 1,03 | 62 | 41 | *59·88 | 3·30 |
| | | | 1909 | 24·62 | 19 | 7,17 | 26 | 19 | 7 | *73·05 | 0·98 |
| | | | 1910 | 24·62 | 18 | 7,29 | 27 | 19 | 8 | *69·50 | 1·10 |
| | | | 1911 | 24·62 | 19 | 7,36 | 33 | 23 | 10 | *68·74 | 1·36 |
| 1 | (k) | Parlakimedi Light. | 1912 | 24·62 | 19 | 7,44 | 40 | 28 | 12 | *70·50 | 1·61 |
| | | | 1st qr. of 1913 | 24·62 | 5 | 7,54 | 15 | 6 | 9 | *41·39 | 1·19 |
| | | | 1913-14 | 24 62 | 19 | 7,55 | 51 | 33 | 18 | *63·91 | 2·42 |
| | | | 1909 | 39·50 | 61 | 8,95 | 92 | 55 | 37 | *60·35 | 4·13 |
| | | | 1910 | 39·50 | 59 | 8,95 | 95 | 57 | 38 | *60·31 | 4·22 |
| | | | 1911 | 39·50 | 59 | 8,95 | 1,03 | 62 | 41 | *60·33 | 4·59 |
| 24 | (c) | Powayan Light | 1912 | 39·50 | 59 | 8,95 | 1,01 | 61 | 40 | *60·26 | 4·47 |
| | | | 1st qr. of 1913 | 39·50 | 14 | 8,95 | 20 | 12 | 8 | *60·27 | 0·89 |
| | | | 1913-14 | 39·50 | 59 | 8,95 | 97 | 59 | 38 | 60 32 | 4·24 |
| | | | 1909 | 92·63 | 135 | 41,56 | 4,06 | 2,10 | 1,96 | *51·70 | 4·72 |
| | | | 1910 | 92·50 | 136 | 41,67 | 5,03 | 2,25 | 2,79 | 44·80 | 6·69 |
| 44 | (a) | Shahdara (Delhi)-Saharanpur Light. | 1911 | 92·50 | 137 | 42,17 | 5,32 | 2,22 | 3,10 | *41·61 | 7·37 |
| | | | 1912 | 92·50 | 140 | 42,51 | 6,10 | 2,56 | 3,54 | *41·97 | 8·34 |
| | | | 1st qr. of 1913 | 92·50 | 36 | 42,69 | 1,92 | 66 | 1,26 | *34·28 | 2·95 |
| | | | 1913-14 | 92 50 | 138 | 43,43 | 6,17 | 2,69 | 3,48 | *43·53 | 8·02 |

* See Appendix 1.

# APPENDIX 7—*concld.*

## *General results of working each railway system.*

| Classification No. of Railway (detailed in "Index" to Appendix 1). | | Railway system. | Year. | Mileage open at close of the year. | Total train-mileage (in thousands of miles). | Total capital outlay, including ferries and suspense, on open line (in thousands of rupees). | Gross earnings (in thousands of rupees). | Working expenses (in thousands of rupees). | Net earnings (in thousands of rupees). | Percentage of working expenses to gross earnings. | Percentage of net earnings on total capital outlay given in column (7). |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | 2′ 6″ GAUGE—*concld.* | 1909 | 33·27 | 108 | 11,06 | 1,24 | 86 | 38 | *69·46 | 3·44 |
| | | | 1910 | 33·27 | 104 | 11,32 | 1,24 | 81 | 43 | *65·36 | 3·80 |
| 45 | (a) | Tarkessur-Magra Light. | 1911 | 33·27 | 121 | 11,32 | 1,26 | 84 | 42 | *66·05 | 3·79 |
| | | | 1912 | 33·27 | 124 | 11,46 | 1,31 | 82 | 49 | *62·69 | 4·25 |
| | | | 1st qr. of 1913 | 33·27 | 33 | 11,53 | 34 | 22 | 12 | *66·10 | 1·04 |
| | | | 1913-14 | 33·27 | 120 | 11,56 | 1,34 | 87 | 47 | *65·15 | 4·05 |
| | | | 1909 | 20·10 | 32 | 4,87 | 86 | 62 | 24 | *72·52 | 4·93 |
| | | | 1910 | 20·10 | 31 | 4,87 | 94 | 68 | 26 | *72·40 | 5·32 |
| 46 | (a) | Tezpore-Balipara Light. | 1911 | 20·10 | 31 | 4,87 | 1,15 | 83 | 32 | *72·23 | 6·54 |
| | | | 1912 | 20·10 | 33 | 4,87 | 1,21 | 86 | 35 | *71·28 | 7·12 |
| | | | 1st qr. of 1913 | 20·10 | 8 | 4,87 | 27 | 23 | 4 | *85·26 | 0·83 |
| | | | 1913-14 | 20·10 | 34 | 4,87 | 1,35 | 94 | 41 | *69·93 | 8·31 |
| | | 2′ 0″ GAUGE— | 1909 | 51·00 | 246 | 37,73 | 9,89 | 5,49 | 4,40 | *55·52 | 11·66 |
| | | | 1910 | 51·00 | 257 | 37,94 | 10,03 | 5,62 | 4,41 | *55·96 | 11·65 |
| 47 | (a) | Darjeeling-Himalayan. | 1911 | 51·00 | 268 | 38,52 | 10,30 | 5,35 | 4,45 | *56·86 | 11·55 |
| | | | 1912 | 51·00 | 281 | 39,25 | 11,39 | 6,28 | 5,11 | *55·11 | 13·02 |
| | | | 1st qr. of 1913 | 51·00 | 70 | 39,56 | 2,43 | 1,56 | 87 | *64·15 | 2·20 |
| | | | 1913-14 | 51·00 | 299 | 44,72 | 11,99 | 6,98 | 5,01 | *58·18 | 12·30 |
| 48 | (a) | Gwalior Light ... | 1913-14 | 249·96 | 275 | 69,11 | 5,14 | 3,04 | 2,10 | *59·14 | 3·04 |
| | | | 1909 | 43·87 | 156 | 21,81 | 4,37 | 2,26 | 2,11 | *51·79 | 9·67 |
| | | | 1910 | 43·87 | 168 | 22,24 | 4,84 | 2,68 | 2,16 | *55·48 | 9·67 |
| 49 | (a) | Howrah-Amta Light. | 1911 | 43·87 | 174 | 23,04 | 4,99 | 2,46 | 2,53 | *49·36 | 10·97 |
| | | | 1912 | 43·87 | 194 | 22,95 | 5,59 | 2,53 | 3,06 | *45·32 | 13·33 |
| | | | 1st qr. of 1913 | 43·87 | 52 | 23,23 | 1,53 | 76 | 77 | *49·89 | 3·31 |
| | | | 1913-14 | 43·87 | 214 | 25,61 | 5,94 | 3,25 | 2,69 | *54·75 | 10·50 |
| | | | 1909 | 19·75 | 51 | 6,51 | 1,07 | 69 | 38 | *64·16 | 5·84 |
| | | | 1910 | 19·75 | 51 | 6,56 | 1,20 | 56 | 64 | *47·11 | 9·65 |
| 50 | (a) | Howrah-Sheakhala Light. | 1911 | 19·75 | 59 | 6,56 | 1,26 | 64 | 62 | *50·68 | 9·48 |
| | | | 1912 | 19·75 | 72 | 6,62 | 1,41 | 66 | 75 | *46·93 | 11·31 |
| | | | 1st qr. of 1913 | 19·75 | 20 | 6,69 | 38 | 16 | 22 | *42·62 | 3·29 |
| | | | 1913-14 | 19·75 | 86 | 7,18 | 1,58 | 88 | 70 | *55·87 | 9·69 |
| | | | 1911 | 3·31 | 6 | 1,06 | 8 | 7 | 1 | *93·64 | 0·96 |
| | | | 1912 | 3·31 | 16 | 1,11 | 25 | 23 | 2 | *93·13 | 1·54 |
| 51 | (a) | Jagadhri Light | 1st qr. of 1913 | 3·31 | 3 | 1,11 | 7 | 5 | 2 | *78·48 | 1·80 |
| | | | 1913-14 | 3·31 | 13 | 1,14 | 25 | 22 | 3 | *86·43 | 2·99 |
| | | | 1909 | 31·65 | 51 | 9,53 | 99 | 88 | 11 | *88·66 | 1·15 |
| | | | 1910 | 30·00 | 51 | 9,68 | 96 | 88 | 8 | *92·16 | 0·83 |
| 52 | (a) | Jorhat (Provincial). | 1911 | 32·00 | 52 | 9,72 | 1,09 | 78 | 31 | *71·35 | 3·19 |
| | | | 1912 | 32·50 | 53 | 9,84 | 1,22 | 89 | 33 | *72·98 | 3·35 |
| | | | 1st qr. of 1913 | 32·50 | 14 | 10,44 | 31 | 21 | 10 | *69·46 | 0·96 |
| | | | 1913-14 | 32·50 | 53 | 10,65 | 1,30 | 90 | 40 | *69·36 | 3·75 |
| | | | 1910 | 19·00 | 1 | 1,96 | 2 | 1 | 1 | *63·51 | 0·32 |
| | | | 1911 | 19·00 | 15 | 1,97 | 16 | 11 | 5 | *67·20 | 2·66 |
| 19 | (f) | Pipar Road-Bhatl Light. | 1912 | 25·00 | 22 | 2,75 | 23 | 17 | 6 | *76·03 | 2·00 |
| | | | 1st qr. of 1913 | 25·00 | 4 | 2,75 | 6 | 4 | 2 | *33·18 | 0·73 |
| | | | 1913-14 | 25·25 | 19 | 2,77 | 26 | 25 | 1 | *94·94 | 0·36 |
| | | **Total of all railways.** | 1909 | 31,490 | 128,260 | 4,29,83,20 | 47,06,38 | 26,38,48 | 20,67,90 | 56·06 | 4·81 |
| | | | 1910 | 32,093 | 132,823 | 4,39,04,73 | 51,14,22 | 27,15,72 | 23,98,50 | 53·10 | 5·46 |
| | | | 1911 | 32,839 | 142,944 | 4,50,06,80 | 55,27,78 | 28,83,92 | 26,44,00 | 52·17 | 5·87 |
| | | | 1912 | 33,484 | 152,761 | 4,65,15,00 | 61,65,07 | 30,15,92 | 31,49,15 | 48·92 | 6·77 |
| | | | 1st qr. of 1913 | 33,599 | 38,583 | 4,70,90,95 | 16,23,62 | 8,48,84 | 7,74,78 | 52·28 | 1·67 |
| | | | 1913-14 | 34,656 | 156,276 | 4,95,08,64 | 63,58,56 | 32,93,04 | 30,65,52 | 51·79 | 6·19 |

* See Appendix 1.

# APPENDIX I—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this Appendix.]

**Number** $\frac{\text{Main head 40}}{\text{Sub-head (a)}}$. **GODHRA-LUNAVADA RAILWAY** (2' 6" gauge)—*concld.*

**Main provisions of contract**—*concld.*

If the contract is determined by 'notice of purchase' the Government shall pay to the Company 25 times the amount of the average net earnings (excluding payments on account of rebate) derived by the Company during the three years immediately preceding the time at which the contract shall be determined, subject to a limit of 20 per cent. in excess of, but not less than, the total capital expenditure of the Company.

The Government may also, by giving twelve months' 'notice of special purchase', determine the contract at any time in the following cases :—

(*a*) when it is considered desirable that the gauge of the railway should be altered ;

(*b*) when it is considered desirable to convert the railway into a line of through communication ; and

(*c*) when it is considered desirable to extend the railway (without altering the gauge or making the line part of a through route), and the Company is unable or unwilling to supply the necessary capital for such extension.

If the contract be determined by 'notice of special purchase', the Government to pay to the Company 25 times the average net earnings (excluding payment on account of rebate) of the Company during the last preceding three years, or 115 per cent of the total capital expenditure of the Company, whichever may be the greater.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)].—None specified.

**Statistics of working –**

| TABLE I. | | | | | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of the year. | Total capital outlay, including suspense to end of the year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Rebate from, (+), or share of surplus profits payable to, (—), the Government of India. | Total come. | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | | Rs. | | Rs. | |
| 1913-14 | 24·00 | 11,39,708 | 13,229 | 1,860 | 0·16 | ... | 1,860 | 0·16 | 82 | 86·00 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 41}}{\text{Sub-head (a)}}$. **JESSORE-JHENIDAH LIGHT RAILWAY** (2′ 6″ gauge)—

*Date of registration of the Company.*—28th March 1911.

The sanction accorded by the Government of Bengal to the construction of this line under the Indian Railways Act, IX of 1890, was approved by the Government of India in their letter No. 275 R.P., dated the 2nd December 1910.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| *Main line*— | | | |
| Jessore to Jhenidah . . . . . | 1-10-13 | 28·90 | |
| *Branch*— | | | |
| Kaliganj to Kot Chandpur . . . . . | 1-10-13 | 7·90 | |
| Total . . | ... | ... | 36·80 |

**Details of construction.—**

*Permanent-way.*—The permanent-way consists of 30-lb. flat-footed steel rails laid chiefly on sal, and a percentage of jam sleepers.

*Ballast.*—Only the first 4 miles from Jessore are ballasted.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 382 feet radius.

*Gradients.*—The ruling gradient is 1 in 150.

**Contract and agreement—**

Contract, dated the 26th May 1913, *between the Secretary of State and the Jessore-Jhenidah Railway Company*, as to the construction, maintenance and working of the line.

Agreement, dated the 26th May 1913, *between the District Board of Jessore and the Jessore-Jhenidah Railway Company*, as to the grant of certain concessions to the latter by the former under certain conditions.

**Main provisions of contract and agreement.—**

(i) *Land.*—Land on one side of the District Board road not exceeding 8 feet in width granted free, any additional land being acquired by Government at the cost of the Company.

(ii) *Aid by the District Board.*—The District Board of Jessore guarantee to supplement the net earnings of the Company by such annual subsidy as may be necessary to make up a dividend of 4 per cent per annum on the Company's paid up share capital, provided that the total sum so payable by the Board shall not in any one year exceed the sum of Rs. 32,000. The Board will recommend and apply to the Local Government for the exemption of the Company from road cess, or for the levy of only a nominal tax for a period of 21 years from the date of opening of the line for traffic.

(iii) *Distribution of profits.*—Surplus profits of the Company in excess of 4 per cent on their paid up share capital are divisible between the Company and the District Board in equal shares.

(iv) *Rates and fares.*—Rates and fares shall be such as may from time to time be arranged by the Secretary of State and the classification of goods shall be in conformity with that in force on State railways of the same gauge.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government Officials and Government stores.—
(*b*) Government bullion and coin and the persons in charge thereof.—
} Are conveyed in the same manner and subject to the same regulations and conditions as are in force on State railways of the same gauge.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

## Number $\frac{\text{Main head 41}}{\text{Sub-head (a)}}$ . JESSORE-JHENIDAH LIGHT RAILWAY (2′ 6″ gauge)—*concld.*

**Main provisions of contract and agreement**—*concld.*

(vi) *Power of the Government to determine contract.*—The Government may, by giving 12 months previous 'notice of purchase', determine the contract either on the 31st March 1943 or on the 31st December in the last year of any subsequent period of 10 years, paying to the Company 25 times the amount of the average yearly net earnings during the 3 years immediately preceding, provided that the amount payable to the Company shall not in any case exceed by more than 20 per cent, nor be less than, the total capital expenditure of the Company.

The Government may also, by giving 'notice of special purchase', determine the contract at any time in the following cases :—

(*a*) when it is considered desirable to alter the gauge of the railway ;

(*b*) when it is considered desirable to convert the railway into a line of through communication ; and

(*c*) when it is considered desirable to extend the railway (without altering the gauge or making the line part of a through route) and the Company is unable or unwilling to provide funds for such extension.

If the contract be determined by 'notice of special purchase' the Government will pay to the Company 25 times the average yearly net earnings during the 3 years preceding the purchase, or 115 per cent of the total capital expenditure, whichever may be the greater.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of Contract* [*if not determined under* (vi)].—Not specified.

**Statistics of working.—**

| Table I. | | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of the year. | Total capital outlay, including suspense, to end of the year, *i.e.*, outlay on (*i*) lines open, and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Subsidy from, (+), or share of net profits to, (—), the District Board. | Total income, [column 5 + or — column 7.] | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| 1913-14 | Miles. 36·30 | Rs. 12,33,610 | Rs. 49,667 | Rs. 12,145 | 0·98 | Rs. ... | Rs. 12,145 | 0·98 | Rs. — 52 | 75·55 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 42}}{\text{Sub-head (a)}}$. **MADAYA LIGHT RAILWAY** (2' 6" gauge)—

*Date of registration of the Company.*—28th August 1906.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Zegyo quarter of Mandalay town to Obo | 10-2-12 | 3·40 | | |
| Obo to Toungbyon | 25-7-12 | 4·90 | | |
| Total open mileage | ... | ... | 8·30 | |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Toungbyon to Madaya (sanctioned on the 13th February 1906). | ... | 7·70 | 7·70 | |
| GRAND TOTAL | ... | ... | ... | 16·00 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 19-lb. and 24-lb. flat-footed steel rails laid on several varieties of local wood with some old stamped steel sleepers.

*Ballast.*—In most places throughout the line the ballast consists of brick rubbish.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 286 feet radius.

*Gradients.*—The ruling gradient of the greater part of the railway is 1 in 1,000, except on the Zegyo-Obo section where it is 1 in 333 with a 1 in 100 banking section.

**Local Government order—**

Madaya Tramway order published under the Burma Government, Municipal and Local Department, Notification No. 22, dated the 13th February 1906, authorising the construction, maintenance and use of a system of tramways from Madaya in the district of Mandalay to the Obo quarter of Mandalay town.

**Main provisions of Local Government order—**

(i) *Land.*—Land acquired at an annual track rent of Rs. 250 per mile for the first three years, and Rs. 400 per mile thereafter, provided that no turnout or siding is liable to rent.

(ii) *Government aid.*—Nil.

(iii) *Distribution of profits.*—The whole of the profits belong to the Promoters.

(iv) *Rates and fares.*—The minimum rate of fares for passengers has been fixed at half anna per mile. The charges for goods and for passengers' luggage to be fixed between the Promoters and the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government Officials and Government stores.— } *Nil.*

(*b*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Government to determine contract.*—After the expiration of 42 years from the date of the order and within six months after the expiration of every subsequent period of ten years, the Deputy Commissioner, Mandalay district, with the previous sanction of the Local Government, may require the Promoters to sell to him the undertaking at a fair market value of all lands, etc., used for the purposes of the line.

(vii) *Power of the Promoters to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)].—None specified.

**Statistics of working—**

| | TABLE I. | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1912 | 8·30 | Information not furnished. | | | | | |
| 1st qr. of 1913 | 8·30 | | | | | | |
| 1913-14 | 8·30 | | | | | | |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 43}}{\text{Sub-head (a)}}$ **NADIAD-KAPADVANJ RAILWAY** (2′ 6″ gauge)—

*Date of registration of the Company*—30th March 1911.

The construction of this line by the Guzerat Railways Company was sanctioned by the Railway Board in their letter No. 546-R.C., dated the 28th February 1911.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| A point near Nadiad station to Kapadvanj . . . . . | 5-3-13 | 27·86 | 27·86 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 30-lb. flat-footed rails laid on steel trough sleepers, Indian State Railway pattern.

*Ballast.*—The line is partially ballasted with heavy laterite.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 955 feet radius.

*Gradients.*—The ruling gradient is 1 in 500.

**Agreement—**

*Between the Secretary of State and the Guzerat Railways Company*, as to the construction, maintenance, management and working of the line by the Guzerat Railways Company, concluded after the close of the year under report.

**Main provisions of agreement—**

As noted under 40 (*a*), Godhra-Lunavada railway (2′ 6″ gauge).

**Statistics of working—**

| | Table I. | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Rebate from, (+), or share of surplus profits to, (−), the Government of India. | Total income. | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1st qr. 1913. | 27·86 | 9,25,052 | 6,571 | 1,810 | 0·20 | ... | 1,810 | 0·20 | 61 | 72·45 |
| 1913-14 | 27·86 | 12,50,471 | 1,02,727 | 41,218 | 3·30 | ... | 41,218 | 3·30 | 70 | 59·96 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 44.}}{\text{Sub-head (a)}}$ **SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY** (2′ 6″ gauge)—

*Date of registration of the Company*—28th November 1905.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| Shahdara to Saharanpur . . . . . | 15-10-07 | 92·50 | 92·50 | |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Baraut to Meerut (sanctioned on 4th January 1902, but commencement of work not authorised). | ... | 30·00 | 30·00 | |
| GRAND TOTAL . | ... | ... | ... | 122·50 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 35-lb. flat-footed steel rails laid on sâl sleepers.

*Ballast.*—The line is ballasted with stone and broken brick.

*Fencing.*—The line is partially fenced.

*Curves.*—The sharpest curve is of 1,910 feet radius.

*Gradients.*—The ruling gradient is 1 in 1,000.

**Local Government order and agreement—**

The Shahdara-Saharanpur Tramway Company order, published under the Government of the United Provinces of Agra and Oudh, Public Works Department, Railway Branch, Notification No. 339-187-R., dated the 18th April 1904;

Agreement, dated the 11th October 1905, *between the Government of the United Provinces of Agra and Oudh and Messrs. Martin & Co., of Calcutta, (called "the Promoters") for and on behalf of the Shahdara (Delhi)-Saharanpur Light Railway Company*, published under the Government of the United Provinces of Agra and Oudh, Public Works Department, Railway Branch, Notification No. 1363-R.-187, dated the 22nd November 1905;

} as to the construction, maintenance and working of the line from Shahdara to Saharanpur with a branch from Baraut to Meerut.

**Main provisions of Local Government order and agreement—**

(i) *Land.*—
(ii) *Government aid.*— } The Local Government provide free of charge for the purposes of the railway sufficient land for a single 5′ 6″ gauge line, together with land for all conveniences and works approved under clause 8 of the agreement. In addition to this the Company are authorised to use for the purpose of the railway, but not for the purpose of any building or erection connected therewith, portions not exceeding six feet in width of the local roads passing between Shahdara and Saharanpur and Baraut and Meerut.

(iii) *Distribution of profits.*—Surplus profits in any year in excess of 4 per cent upon the paid up capital of the Company shall be divided equally between the Government and the Company; payments on account but subject to adjustment being made at close of first half-year.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and maximum and minimum rates for goods in conjunction with the General classification of Goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 46 / Sub-head (a) **SHAHDARA (DELHI)-SAHARANPUR LIGHT RAILWAY** (2′ 6″ gauge)—*concld.*

**Main provisions of Local Government order and agreement**—*concld.*

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government Officials and Government stores.—

(*b*) Government bullion and coin, and the persons in charge thereof.— } *Nil.*

(vi) *Power of the Government to determine agreement.*—Upon the expiration of 21 years after the date of opening, or 23 years from the date of the Local Government order sanctioning the construction of the line, whichever is earlier, or at the end of successive periods of seven years thereafter, the Local Government have, by giving 12 months' previous notice, the right of terminating the agreement by paying to the Company the value calculated at 25 years' purchase of the average annual profits of the Company for the preceding three years, subject to a minimum of the capital expended and a maximum of 25 per cent in excess of that sum. In the event of its being determined to construct a railway on a different gauge in place of the tramway, and if the Government and the Company fail to agree that the alteration shall be made by the Company, then and in such case, the Government have the right to acquire the tramway at any time on giving 12 months' notice in writing and paying to the Company a sum 25 per cent in excess of its capital expenditure.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—None specified.

**Statistics of working**—

| Table I. | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1907 | 92·02 | 33,02,226 | 1,01,146 | 29,788 | 0·90 | 45 | 70·55 |
| 1908 | 92·63 | 41,35,292 | 3,35,533 | 1,41,823 | 3·43 | 70 | 57·73 |
| 1909 | 92·63 | 41,56,390 | 4,05,856 | 1,96,014 | 4·71 | 84 | 51·70 |
| 1910 | 92·50 | 41,67,317 | 5,04,282 | 2,78,330 | 6·67 | 105 | 44·80 |
| 1911 | 92·50 | 42,16,557 | 5,32,232 | 3,10,746 | 7·37 | 110 | 41·61 |
| 1912 | 92·50 | 42,51,039 | 6,10,763 | 3,54,779 | 8·34 | 126 | 41·87 |
| 1st qr. of 1913 | 92·50 | 42,69,311 | 1,93,252 | 1,26,997 | 2·97 | 160 | 34·28 |
| 1913-14 | 92·50 | 43,42,552 | 6,17,500 | 3,48,514 | 8·02 | 128 | 43·58 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 45}{\text{Sub-head } (a)}$. **TARKESSUR-MAGRA LIGHT RAILWAY** (2′ 6″ gauge)—

*Date of registration of the Company.*—1890.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Tarkessur to Rudrani | 7-11-94 | 12·50 | |
| Rudrani to Magra | 8-3-95 | 18·62 | |
| Magra to Tribeni | 14-4-04 | 2·15 | |
| TOTAL | ... | ... | 33·27 |

**Details of construction—**

*Permanent-way.*—The permanent-way of the main line consists of 30-lb. flat-footed steel rails laid for 10 miles on steel transverse sleepers and for the remainder on pynkado sleepers. The Tribeni extension is laid on sâl sleepers.

*Ballast.*—Sand and broken brick.

*Fencing.*—The line is partially fenced.

*Curves.*—The sharpest curve is of 716·25 feet radius.

*Gradients.*—The ruling gradient on the main line is 1 in 1,000; there are short gradients of 1 in 500 to 1 in 700 at bridge approaches; from the bridge under the East Indian railway to Magragunj station, the line is on a gradient of 1 in 350. The ruling gradient on the Tribeni extension is 1 in 500.

**Agreements and Local Government order—**

Agreement, dated the 16th October 1890, *between the District Board of Hooghly and the Promoters of the Bengal Provincial Railway Company*, scheduled to the order quoted below;

The Bengal Provincial Railway Company order, published under the Bengal Government, Railway Department, Notification No. 1, dated the 4th January 1896;

} as to the construction, maintenance and working of the Tarkessur-Magra Light railway.

Agreement, dated the 12th March 1904, *between the Secretary of State and the Bengal Provincial Railway Company*, as to the construction, maintenance and working of the extension of the Tarkessur-Magra Light railway from Magra station to Tribeni bathing ghat on the Hooghly river.

**Main provisions of agreements and Local Government order—**

(i) *Land.*—
(ii) *Government aid.*— } Land required for the purposes of the main line, from Tarkessur to Magra acquired by the Government of Bengal at the cost of the Company; and that for the extension from Magra station to Tribeni ghât on the Hooghly river provided by Government free from rent or other charges.

(iii) *Distribution of profits.*—The profits go to the Company.

(iv) *Rates and fares.*—Certain maximum fares for passengers and maximum and minimum rates for goods traffic, combined with the General Classification of goods of the Indian Railway Conference Association, which are usual on Indian 5′ 6″ gauge railways have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, Postal officers and servants on duty.—To be conveyed at the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government Officials and Government stores.—
(*c*) Government bullion and coin, and the persons in charge thereof.— } *Nil.*

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix]

Number $\frac{\text{Main head 45}}{\text{Sub-head (a)}}$. **TARKESSUR-MAGRA LIGHT RAILWAY** (2' 6" gauge)—*concld.*

**Main provisions of agreements and Local Government order**—*concld.*

(vi) *Power of the Local Authority to determine agreement.*—In the event of the District Board of Hooghly wishing to purchase the railway at the end of 21 years after the date of the Government order sanctioning the construction of the railway, *viz.*, on the 4th January 1917, the promoters bind themselves to make it over at a price two-fifths in excess of the original capital outlay.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement [if not determined under* (vi)].—None specified.

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| | TABLE I. | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1904 | 33·27 | 10,43,715 | 89,735 | 27,564 | 2·64 | 52 | 69·28 |
| 1905 | 33·27 | 10,47,028 | 86,838 | 21,871 | 2·09 | 50 | 74·81 |
| 1906 | 33·27 | 10,73,037 | 1,00,072 | 32,762 | 3·05 | 58 | 67·26 |
| 1907 | 33·27 | 10,92,156 | 1,10,238 | 34,500 | 3·16 | 64 | 68·70 |
| 1908 | 33·27 | 10,93,192 | 1,13,074 | 30,482 | 2·79 | 65 | 73·04 |
| 1909 | 33·27 | 11,06,707 | 1,24,182 | 37,915 | 3·43 | 72 | 69·46 |
| 1910 | 33·27 | 11,32,454 | 1,24,373 | 43,085 | 3·80 | 73 | 65·36 |
| 1911 | 33·27 | 11,32,071 | 1,26,287 | 42,806 | 3·79 | 73 | 66·08 |
| 1912 | 33·27 | 11,45,721 | 1,30,562 | 48,715 | 4·42 | 75 | 62·69 |
| 1st qr. of 1913 | 33·27 | 11,53,264 | 34,171 | 11,585 | 1·00 | 79 | 66·10 |
| 1913-14 | 33·27 | 11,55,833 | 1,34,891 | 46,813 | 4·05 | 78 | 65·15 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

**Number** $\frac{\text{Main head 46}}{\text{Sub-head (a)}}$. **TEZPORE-BALIPARA LIGHT RAILWAY** (2′ 6″ gauge)—

*Date of registration of the company.*—2nd October 1893.

This line was authorised for construction under the Indian Tramways Act, 1886, by the Hon'ble the Chief Commissioner of Assam on the 1st June 1895. On the 3rd May 1898, the Indian Railways Act, IX of 1890, except section 135, was applied to the line.

A tramway, 2 miles long, was constructed at the expense of the Borjuli Tea Company connecting the Borjuli Tea Factory with Rangapara station on the Tezpore-Balipara Light railway. It was workerd by the Tezpore-Balipara Light railway but from February 1908 has been closed to public traffic.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Tezpore Ghat to Bindukuri | 9-8-94 | 8·10 | |
| Bindukuri to Balipara | 1-9-95 | 12·00 | |
| TOTAL | ... | ... | 20·10 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 30-lb. flat-footed steel rails on Nahor or Gonserai sleepers.

*Ballast.*—The line is unballasted.

*Fencing.*—The line is fenced only at stations.

*Curves.*—In the first mile there are two curves with radii of 500 feet.

*Gradients.*—The ruling gradient between Tezpore and Rangapara, 16 miles, is 1 in 125 and between Rangapara and Balipara, 4 miles, 1 in 100.

**Local Government order—**

Tezpore-Balipara Steam Tramway Company order, published under the Notification by the Hon'ble the Chief Commissioner of Assam, No. 33, dated the 1st June 1895, as to the construction, maintenance and working of the line.

**Main provisions of Local Government order—**

(i) *Land.*—Provided at the cost of the Company, other than that which is not held under decennial *puttas* or where the holders have not acquired land-holder's rights, provided free of cost. Free use of one side of a provincial or local road is authorised for the purpose of laying the line only.

(ii) *Government aid.**—Supply, free of royalty, of timber for sleepers from Government forests for the first construction of the line only; and a payment by the Tezpore Local Board, of a subsidy of Rs. 5,000 per annum up to the end of March 1914.

* Letter from Hon'ble the Chief Commissioner of Assam, No. 3720, dated the 10th November 1893.
Government of India, Public Works Department, letter No. 139 R.C., dated the 2nd February 1894.
Railway Board's letter No. 342 R.T., dated the 22nd February 1909.

(iii) *Distribution of profits.*—The whole of the profits belong to the Company.

(iv) *Rates and fares.*—Certain rates for carriage of passengers and goods have been fixed, but the full control over charges of all kinds is reserved by the Chief Commissioner.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, Postal Officers and servants on duty.—Conveyed at the rates and on the conditions in force from time to time on State railways.

(*b*) Troops, police, high Government Officials and Government stores.—
(*c*) Government bullion and coin, and the persons in charge thereof.— } *Nil.*

(vi) *Power of the Government to determine contract.*—After the line has been opened for 15 years and thereafter at terms of 7 years each, the Government, by giving 12 months' previous notice, have the right to terminate the contract and take over the line by paying to the Company the value of the property as a dividend-earning investment together with a bonus of 20 per cent over and above such value.

It has since been decided not to give notice of purchase to the Company on the 1st September 1909 and to defer purchase.
[Telegram from the Government of Eastern Bengal and Assam, No. 804-R., dated the 22nd July 1909.]

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)].—None specified.

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| | TABLE I. | | | | | | | | TABLE II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (*i*) lines open and (*ii*) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Subsidy from District Board. | Total income | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1904 . | 20·10 | 4,87,240 | 88,463 | 17,291 | 3·55 | 5,000 | 22,291 | 4·57 | 85 | 80·45 |
| 1905 . | 20·10 | 4,87,240 | 1,03,380 | 27,082 | 5·56 | 5,000 | 32,082 | 6·58 | 99 | 73·80 |
| 1906 . | 20·10 | 4,87,240 | 1,14,740 | 34,976 | 7·18 | 5,000 | 39,976 | 8·20 | 110 | 69·51 |
| 1907 . | 20·10 | 4,87,240 | 1,11,569 | 28,951 | 5·94 | 5,000 | 33,951 | 6·97 | 107 | 74·05 |
| 1908 . | 20·10 | 4,87,240 | 88,990 | 20,972 | 4·30 | 5,000 | 25,972 | 5·33 | 86 | 76·43 |
| 1909 . | 20·10 | 4,87,240 | 85,964 | 23,618 | 4·84 | 5,000 | 28,618 | 5·87 | 84 | 72·52 |
| 1910 . | 20·10 | 4,87,240 | 91,015 | 25,945 | 5·32 | 5,000 | 30,945 | 6·35 | 90 | 73·40 |
| 1911 . | 20·10 | 4,87,240 | 1,14,375 | 31,892 | 6·54 | 5,000 | 36,892 | 7·57 | 110 | 72·23 |
| 1912 . | 20·10 | 4,87,240 | 1,20,635 | 34,709 | 7·12 | 5,000 | 39,709 | 8·14 | 116 | 71·23 |
| 1st qr., of 1913. | 20·10 | 4,87,240 | 27,379 | 4,035 | 0·08 | ... | 4,035 | 0·08 | 129 | 85·26 |
| 1913-14 | 20·10 | 4,87,240 | 1,84,638 | 40,489 | 8·31 | 5,000 | 45,489 | 9·33 | 105 | 69·93 |

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 47}}{\text{Sub-heads (a) \& (b)}}$. **DARJEELING-HIMALAYAN RAILWAY SYSTEM** (2′ 0″ gauge)—

**Lines comprised in the system—**

The Darjeeling-Himalayan railway system is made up of—

| | Open lines. | Under construction or sanctioned for construction. | Total. |
|---|---|---|---|
| | Miles. | Miles. | Miles. |
| (*a*) Darjeeling-Himalayan railway | 51·00 | ..... | 51·00 |
| (*b*) Darjeeling-Himalayan railway extensions | 14·28 | 83·88 | 98·16 |
| Total | 65·28 | 83·88 | 149·16 |

**47 (*a*) Darjeeling-Himalayan railway (2′ 0″) gauge—**

*Date of registration of the Company.*—1879.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Siliguri to Kurseong | 23-8-80 | 31·75 | |
| Kurseong to Sonada | 1-2-81 | 9·50 | |
| Sonada to Ghum | 4-4-81 | 5·87 | |
| Ghum to Darjeeling | 4-7-81 | 3·63 | |
| Darjeeling to Darjeeling Bazar | 16-6-85 | 0·25 | |
| TOTAL | ... | ... | 51·00 |

**Details of construction—**

*Permanent-way.*—The line is laid throughout with 41½-lb. flat-footed steel rails on wooden sleepers. These are being renewed with a special section steel rail, 41½ lbs. to the yard as required.

*Ballast.*—For 9 miles from Siliguri the line has been ballasted with gravel or broken stone, except near Siliguri, where sand has been used. On the hill section, where necessary, broken stone ballast has been put in.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve has a radius of 60 feet.

*Gradients.*—The ruling gradient of the greater part of the line is about 1 in 25; from Sukhna to Ghum (summit) and thence to Darjeeling there is a length of about three-fourths of a mile on grades of 1 in 22½ to 1 in 23.

**Contract and agreement—**

Contract, dated the 8th April 1879, *between the Secretary of State and the late Mr. Franklin Prestage*, as to the construction, maintenance, management and working of the railway.

Agreement, dated the 24th January 1913, *between the Secretary of State and the Darjeeling-Himalayan Railway Company*, providing for the exclusion from the Company's capital of the debentures raised for buying up the shares of the Darjeeling-Himalayan Railway Extensions Company for the purposes of clause 16 of the contract of 8th April 1879.

**Main provisions of contract and agreement—**

(i) *Land.*—Government land, and the right to use the existing cart road, to be granted to the Company free of cost. Other land necessary, if any, to be acquired by the Government and transferred to the Company at cost price.

(ii) *Government aid.*—The Government undertake to pay to the Company any sum required to make up its gross receipts to two lakhs of rupees annually.

(iii) *Distribution of profits.*—After the first five years half the net profits of any year in excess of 5 per cent on the paid up capital to be applied in repayment to the Government of the amount expended on the maintenance of the cart road during the same year, or in making good a deficiency in gross receipts.

(iv) *Rates and fares.*—Certain maxima have been fixed within which the Company is permitted to vary rates and fares.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government Officials and Government stores.—Mails and Post office servants to be carried by the Company in consideration of a payment by the Government of Rs. 10,260 yearly. [No special provision exists as to troops, police, high Government Officials and Government stores.]

(*b*) Government bullion and coin, and the persons in charge thereof.—Not specified.

(vi) *Power of the Government to determine contract.*— } If the railway should not be completed within

(vii) *Power of the Company to surrender contract.*— } 18 months, or if at any period it should not be worked for six consecutive months, the Company is to surrender the road and land acquired from the Government, receiving any sum due to it for permanent improvements to the road or works connected with it.

After the railway has been opened for 25 years (reckoning from the 4th May 1884), and thereafter at intervals of 10 years, the Government have the power, by giving 12 months' previous notice to terminate the contract and take over the line on payment to the Company of its value as a dividend-earning investment, with an additional bonus of 20 per cent over and above such value.

NOTE.—Government relinquished the right to terminate the contract at the end of the 25th year, and decided to allow the terms and conditions of the contract of the 8th April 1879 to continue for a further period of 10 years, *viz.*, to May 1919, *vide* Railway Board's letter No. 1412 R. T., dated the 1st August 1908, to the Secretary to the Government of Bengal, Railway Department.

(viii) *Term of contract.*—None specified.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 47}}{\text{Sub-heads (a) \& (b)}}$. **DARJEELING-HIMALAYAN RAILWAY SYSTEM** (2′ 0″ gauge)—*concld.*

**47 (*a*) Darjeeling-Himalayan railway (2′ 0″ gauge)**—*concld.*

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| Year. | Table I. Mileage open at end of each year. | Table I. Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Table I. Gross earnings. | Table I. Net earnings. | Table I. Percentage of net earnings on total capital outlay given in column (3). | Table I. Government share of surplus profits. | Table I. Total income. (column 5—column 7.) | Table I. Percentage of total income on total capital outlay given in column (3). | Table II. Earnings per mile per week. | Table II. Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1904 . | 51·00 | 37,38,436 | 10,45,187 | 4,75,227 | 12·71 | 97,200 | 3,78,027 | 10·11 | 394 | 54·53 |
| 1905. . | 51·00 | 37,51,562 | 9,72,644 | 4,09,514 | 10·91 | 77,621 | 3,31,893 | 8·85 | 367 | 57·90 |
| 1906 . | 51·00 | 37,43,284 | 9,50,351 | 4,01,239 | 10·72 | 75,126 | 3,26,113 | 8·71 | 370 | 59·07 |
| 1907 . | 51·00 | 37,53,304 | 9,49,717 | 4,29,129 | 11·43 | 83,471 | 3,45,658 | 9·21 | 358 | 54·81 |
| 1908 . | 51·00 | 37,47,327 | 9,44,452 | 4,21,454 | 11·24 | 66,162 | 3,55,292 | 9·48 | 356 | 55·38 |
| 1909 . | 51·00 | 37,72,667 | 9,89,125 | 4,39,895 | 11·66 | 88,395 | 3,51,500 | 9·31 | 373 | 55·52 |
| 1910 . | 51·00 | 37,94,440 | 10,03,569 | 4,41,931 | 11·65 | 90,653 | 3,51,278 | 9·26 | 378 | 55·96 |
| 1911 . | 51·00 | 38,51,682 | 10,39,803 | 4,44,236 | 11·53 | 91,435 | 3,52,801 | 9·16 | 388 | 56·86 |
| 1912 . | 51·00 | 39,25,147 | 11,38,900 | 5,11,268 | 13 02 | 98,475 | 4,12,793 | 10·52 | 429 | 55·11 |
| 1st qr. of 1913. | 51·00 | 39,55,640 | 2,43,409 | 87,282 | 2 21 | 14,849 | 72,433 | 1·83 | 367 | 64·15 |
| 1913-14 | 51·00 | 40,76,057 | 11,93,789 | 5,01,315 | 12·30 | 1,08,006 | 3,91,309 | 9 65 | 452 | 58·18 |

**47 (*b*) Darjeeling-Himalayan railway extensions (2′ 0″ gauge)—**

*Date of registration of the Company*,—20th January 1913.

The construction on this line by the Darjeeling-Himalayan Railway Company for the Darjeeling-Himalayan Railway Extensions Company was authorised by the Railway Board in their telegram No. 251-R.C., dated the 6th February 1913.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Kissengunj extension*— | | | | |
| Panchanai to Motigara ... ... ... ... | 16-3-14 | 2·16 | | |
| *Teesta Valley extension*— | | | | |
| Siliguri to Sivoke ... ... ... ... ... | 16-3-14 | 12·12 | | |
| Total open mileage ... ... ... | ... | ... | 14·28 | |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| *Kissengunj extension*— | | | | |
| Motigara to Kissengunge (sanctioned on 6th February 1913) ... | ... | 66·50 | | |
| *Teesta Valley extension*— | | | | |
| Sivoke to Teesta Bridge Bazar (sanctioned on 6th February 1913) | ... | 17·38 | | |
| | | | 83·88 | |
| GRAND TOTAL ... | ... | ... | ... | 98·16 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 40-lb. British standard section steel rails laid on sál sleepers.

*Ballast.*—The line is ballasted with sand.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve has a radius of 200 feet.

*Gradients.*—The steepest gradient on the Panchanai-Motigara section is 1 in 150, and on the Siliguri-Sivoke section, 1 in 100.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number—$\frac{\text{Main head 47}}{\text{Sub-heads (a) \& (b)}}$. **DARJEELING-HIMALAYAN RAILWAY SYSTEM** (2′ 0″ gauge)—*concld.*

**47 (*b*) Darjeeling-Himalayan railway extensions** (2′ 0″ gauge)—*concld.*

**Contract—**

**Main provisions of contract—** The extensions are being constructed and worked under the provisions of a contract, *between the Secretary of State and the Darjeeling-Himalayan Railway Extensions Company*, concluded after the close of the year under report.

**Statistics of working—**

| | Table I. | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of the year. | Total capital outlay, including suspense to end of the year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Rebate from, (+), or share of surplus profits payable to, (—), the Secy. of State. | Total income. | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1913-14 . | 14·28 | 22,92,311 | Information not furnished. | | | ... | ... | ... | ... | ... |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

**Number** Main head 48 / Sub-head (a). **GWALIOR LIGHT RAILWAY (2′ 0″ gauge)—**

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Gwalior-Sipri section—* | | | | |
| Gwalior to Sipri | 2-12-99 | 78·21 | 78·21 | |
| *Gwalior-Bhind section—* | | | | |
| Gwalior to Bhind | 2-12-99 | 52·33 | 52·33 | |
| *Gwalior-Sheopur-Kalan section—* | | | | |
| Gwalior to Jora Alapur | 1-1-04 | 31·34 | | |
| Jora Alapur to Sabalgarh | 1-12-04 | 26·05 | | |
| Sabalgarh to Birpur | 1-11-08 | 19·55 | | |
| Birpur to Sherpur Kalan | 15-6-09 | 46·88 | 123·82 | |
| TOTAL | ... | ... | ... | 249·96 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 30-lb. flat-footed steel rails, laid on sál and steel trough sleepers.

*Ballast.*—The line is fully ballasted throughout with broken stone, sand and moorum.

*Fencing.*—The line is not fenced.

*Curves.*—The sharpest curve in station yards has a radius of 147 feet. The sharpest curve out of stations has a radius of 287 feet.

*Gradients.*—The ruling gradient is 1 in 60 on the Gwalior-Sipri section, 1 in 80 on the Gwalior-Sheopur Kalan section and 1 in 150 on the Gwalior-Bhind section.

**Agreement—**
**Main provisions of agreement.—** Nil. The Gwalior Light railway is the property of the Gwalior Durbar by whom it was constructed and is maintained, stocked and worked. The working of the trains and traffic of the line was under the control of the Great Indian Peninsula Railway Company up to the 30th June 1913.

**Statistics of working—**

| Year. | Table I. Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Table II. Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1899 | 126·14 | 22,79,267 | 4,094 | —4,113 | ... | 6 | 258·32 |
| 1900 | 126·14 | 27,10,557 | 84,617 | —137 | ... | 13 | 100·16 |
| 1901 | 126·14 | 31,00,762 | 82,227 | —520 | ... | 13 | 100·63 |
| 1902 | 126·14 | 39,77,104 | 1,09,577 | 9,546 | 0·23 | 17 | 91·47 |
| 1903 | 126·14 | 41,76,953 | 1,66,002 | 68,226 | 1·63 | 25 | 58·90 |
| 1904 | 183·53 | 46,62,993 | 1,83,284 | 52,501 | 1·13 | 22 | 71·36 |
| 1905 | 183·53 | 54,72,847 | 1,89,735 | 52,745 | 0·96 | 20 | 72·20 |
| 1906 | 183·53 | 57,87,428 | 2,58,222 | 1,12,211 | 1·94 | 27 | 56·54 |
| 1907 | 183·53 | 63,00,513 | 3,08,791 | 1,15,709 | 1·84 | 32 | 62·52 |
| 1908 | 203·08 | 66,13,092 | 2,61,725 | 99,362 | 1·50 | 25 | 62·07 |
| 1909 | 249·96 | 68,19,209 | 2,52,537 | 85,063 | 1·25 | 20 | 66·32 |
| 1910 | 249·96 | 68,57,494 | 3,69,295 | 1,74,444 | 2·54 | 28 | 52·76 |
| 1911 | 249·96 | 67,47,029 | 4,05,871 | 1,71,420 | 2·54 | 31 | 57·76 |
| 1912 | 249·96 | 67,67,204 | 5,13,976 | 2,27,870 | 3·37 | 40 | 55·67 |
| 1st qr. of 1913 | 249·96 | 67,71,609 | 1,42,494 | 1,00,594 | 1·49 | 44 | 29·40 |
| 1913-14 | 249·96 | 69,10,589 | 5,14,000 | 2,10,000 | 3·04 | 40 | 59·14 |

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 49}{\text{Sub-head } (a)}$. **HOWRAH-AMTA LIGHT RAILWAY** (2′ 0″ gauge)—

*Date of registration of the Company.*—2nd May 1895.

**Running powers—**

*Foreign line over home line :—*
Howrah-Sheakhala Light railway, Telkul Ghât to Kadamtala (for passenger and goods trains), 2·00 miles.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| Telkul Ghât (Howrah) to Dumjur | 1-7-97 | 9·20 | | |
| Dumjur to Bargachia | 2-10-97 | 5·87 | | |
| Bargachia to Maju | 4-5-98 | 5·50 | | |
| Maju to Amta | 1-6-98 | 6·62 | | |
| | | | 27·19 | |
| *Champadanga branch—* | | | | |
| Bargachia to Jagatbalabpur | 2-10-97 | 1·50 | | |
| Jagatbalabpur to Antpur | 1-6-04 | 8·50 | | |
| Antpur to Champadanga | 24-8-08 | 6·68 | | |
| | | | 16·68 | |
| TOTAL OPEN MILEAGE | ... | ... | ... | 43·87 |
| UNDER CONSTRUCTION OR SANCTIONED FOR CONSTRUCTION— | | | | |
| Antpur to Rajbulhat (sanctioned on 20th March 1902, but commencement of work not yet authorised). | ... | 3·50 | 3·50 | 3·50 |
| GRAND TOTAL | ... | ... | ... | 47·37 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of flat-footed steel rails, 25 lbs. to the yard, on cross sleepers of pynkado on the sections from Bargachia to Amta and from Bargachia to Jagatbalabpur. The line from Jagatbalabpur to Champadanga is laid with steel rails 30 lbs. to the yard. The remainder of the line is relaid with steel rails 35 lbs. to the yard.

*Ballast.*—The line is ballasted throughout.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve, sanctioned specially for the town of Howrah, has a radius of 144 feet.

*Gradients.*—The line is practically level throughout.

**Agreements and Local Government orders—**

Agreement, dated the 12th June 1889, *between the District Board of Howrah and Messrs. Walsh, Lovett and Company on behalf of the Bengal District Road Tramways Company*, as to the grant of a concession to the Company of the right to construct and work a tramway over a portion of the road within the jurisdiction of the Board.

Agreement, dated the 27th September 1889, *between the Municipal Commissioners of Howrah and Messrs. Walsh, Lovett and Company on behalf of the Bengal District Road Tramways Company*, as to the grant of a concession to the Tramways Company of the right to construct and work a tramway over a portion of the road within the jurisdiction of the Commissioners.

Bengal District Road Tramways Company order published under the Bengal Government, Public Works Department, Notification No. 111, dated the 26th March 1895, authorising the construction of a tramway from Howrah to Amta.

Agreement, dated the 3rd May 1897, *between the District Board of Howrah and the Bengal District Road Tramways Company* (*Howrah-Amta*), in amendment of the agreement of 12th June 1889.

Agreement, dated the 16th August 1901 (supplemental to the agreements of 1889 and 1897), *between the District Board of Howrah and the Howrah-Amta Light Railway Company*, as to the construction and working of an extension from Jagatbalabpur to Antpur.

Howrah-Amta Extension order published under the Bengal Government, Railway Department, Notification No. 75-R., dated the 7th April 1902, authorising the construction of the extension form Jagatbalabpur to Antpur.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 49}}{\text{Sub-head (a)}}$. **HOWRAH-AMTA LIGHT RAILWAY** (2′ 0″ gauge)—*concld.*

**Main provisions of agreements and Local Government orders—**

(i) *Land.*—Provided at the cost of Company, other than one side of portions of the road between Howrah and Amta the free use of which is authorised for the purpose of laying the line only.

(ii) *Aid by the District Board.*—The District Board of Howrah either exempt the Company from the tax on account of road cess, or exact only a nominal tax for a period of 21 years, with power of renewal. The Municipal Commissioners of Howrah allow the Company free use of so much of the municipal roads as is necessary for the purpose of laying the line, for a period of 20 years from the 27th March 1895; and thereafter levy a track rent of Rs. 2,000 per mile per annum.

The District Board also pay to the Company, by way of interest on the capital expended, such sum of money as may be required to make the net profits of the Company equivalent to a dividend at the rate of 4 per cent per annum, provided that the Board is not involved on this account in a greater liability than Rs. 1,100 per annum per mile constructed and opened with a maximum of Rs. 28,000 per annum.

(iii) *Distribution of profits.*—Net profits in excess of 4 per cent upon the capital for the time being of the Company is divisible in equal proportions between the District Board of Howrah and the Company.

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.—
(*b*) Government bullion and coin, and the persons in charge thereof.— } Nil.

(vi) *Power of the Local Authority to determine agreement.*—Upon the expiration of 21 years from the date of the Local Government order authorising the construction of the line, or at the end of every 7 years thereafter, the District Board of Howrah, in conjunction with the District Board of Hooghly and the Municipality of Howrah, have by giving 6 months' notice, the right of purchasing the line by paying to the Company its value as a dividend-earning investment, together with a bonus of 20 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—Not specified.

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| | Table I. | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open, and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Subsidy from, (+) or share of net profits to, (—) the District Board. | Total income, [column 5 + or — column 7.] | Percentage of total income on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1904 . | 37·19 | 16,16,304 | 2,97,790 | 1,55,718 | 9·63 | —35,715 | 1,20,003 | 7·42 | 170 | 47·71 |
| 1905 . | 37·19 | 16,41,552 | 3,28,722 | 1,79,429 | 10 93 | —39,563 | 1,39,866 | 8·52 | 170 | 45·42 |
| 1906 . | 37·19 | 18,23,741 | 3,51,462 | 1,77,670 | 9·74 | —38,681 | 1,38,989 | 7·62 | 182 | 49·45 |
| 1907 . | 37·19 | 18,38,829 | 3,70,554 | 2,03,338 | 10·79 | —40,536 | 1,62,802 | 8·04 | 192 | 45·13 |
| 1908 . | 43 87 | 21,57,189 | 3,98,131 | 1,96,412 | 9·10 | —38,678 | 1,57,734 | 7·31 | 193 | 50·67 |
| 1909 . | 43·87 | 21,80,734 | 4,37,024 | 2,10,668 | 9·66 | —40,935 | 1,69,733 | 7·78 | 191 | 51·79 |
| 1910 . | 43·87 | 22,24,279 | 4,83,490 | 2,15,230 | 9·67 | —45,732 | 1,69,498 | 7·62 | 212 | 55·48 |
| 1911 . | 43 87 | 23,03,904 | 4,99,121 | 2,53,738 | 10·97 | —53,751 | 1,93,977 | 8·63 | 219 | 49·36 |
| 1912 . | 43·87 | 22,94,838 | 5,59,302 | 3,05,869 | 13·33 | —66,159 | 2,39,710 | 10·44 | 245 | 45·32 |
| 1st qr of 1913. | 43·87 | 23,23,366 | 1,52,598 | 76,465 | 3·29 | —16,060 | 60,405 | 2·60 | 267 | 49·89 |
| 1913-14 . | 43·87 | 25,61,026 | 5,94,343 | 2,68,927 | 10·50 | —47,009 | 2,21,918 | 8·66 | 261 | 54·75 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

**Number** $\frac{\text{Main head } 50}{\text{Sub-head } (a)}$ **HOWRAH-SHEAKHALA LIGHT RAILWAY** (2′ 0″ gauge)—

*Date of registration of the Company.*—19th June 1895.

**Running powers—**

*Home line over foreign line :—*

Telkul Ghat to Kadamtala, Howrah-Amta Light railway, for passenger and goods trains, 2·00 miles.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| Kadamtala to Chanditala | 2-8-97 | 8·88 | | |
| Chanditala to Kistrampur | 10-9-97 | 3·75 | | |
| Kistrampur to Sheakhala | 7-11-97 | 4·75 | | |
| | | | 17·38 | |
| *Janai branch—* | | | | |
| Chanditala to Janai. | 5-5-98 | 2·37 | 2·37 | |
| Total | ... | ... | ... | 19·75 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of flat-footed steel rails, 25-lb. to the yard, laid on cross sleepers of pynkado.

*Ballast.*—The line is ballasted throughout.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 144 feet radius at Howrah town.

*Gradients.*—The line is practically level throughout.

**Agreements and Local Government order—**

Agreement, dated the 12th June 1889, *between the District Board of Howrah and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company ;*
Agreement, dated the 16th July 1889, *between the District Board of Hooghly and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company ;*
Agreement, dated the 27th September 1889, *between the Municipal Commissioners of Howrah and Messrs. Walsh, Lovett and Company of Calcutta (the Promoters), for and on behalf of the Bengal District Road Tramways Company ;*
} as to the grant of a concession of the right to construct, maintain and work the line from Howrah to Sheakhala.

The Bengal District Road Tramways Company order published under the Bengal Government, Public Works Department, Notification No. 112, dated the 26th March 1895, authorising the construction of the line from Howrah to Sheakhala.

Agreement, dated the 10th January 1898, *between the District Board of Hooghly and the Bengal District Road Tramways Company (Howrah-Sheakhala)*, providing for an increase in the amount of subsidy guaranteed to be paid by the District Board.

**Main provisions of agreements and Local Government order—**

(i) *Land.*—Provided at the cost of the Company, other than one side of portions of the road between Howrah and Sheakhala, the free use of which is authorised for the purpose of laying the line.

(ii) *Aid by the local authority.*—The District Board of Howrah, for 21 years, with power of renewal, exempt the company from the tax on account of road cess, or exact only a nominal tax; and the District Board of Hooghly guarantee to make up the net profit of the Company equivalent to a dividend of 4 per cent per annum on the capital actually paid up and expended, subject to a maximum of Rs. 950 per annum per mile of line constructed and open. The Municipal Commissioners of Howrah allow to the Company free use of so much of the Municipal roads as is necessary for the purpose of laying the line, for a period of 20 years from the 27th March 1895 ; and thereafter levy a track rent of Rs. 2,000 per mile per annum.

(iii) *Distribution of profits.*—Net profits in excess of 4 per cent upon the capital outlay are divisible between the District Board of Hooghly and the Company in proportion of ⅓rd to the former and ⅔rds to the latter.

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head 50}}{\text{Sub-head (a)}}$. **HOWRAH-SHEAKHALA LIGHT RAILWAY** (2′ 0″ gauge)—*concld.*

**Main provisions of agreements and Local Government order**—*concld.*

(iv) *Rates and fares.*—Certain maximum rates of fares for passengers and tariff of charges for goods have been fixed. Full control over charges of all kinds is reserved to the Local Government.

(v) *Special obligations as to the conveyance of.*—

(*a*) Mails, troops, police, high Government officials and Government stores.— } Not specified.

(*b*) Government bullion and coin, and the persons in charge thereof.— }

(vi) *Power of the Local authority to determine agreement.*—The District Board of Howrah or that of Hooghly, each in conjunction with the other and with the Municipal Commissioners of Howrah, have the right of determining the agreement and purchasing the line after 21 years from the date of the Local Government order authorising its construction. If purchased by the District Board of Howrah the price will be equal to the value of the whole line, *plus* a bonus of 20 per cent thereon; if purchased by the District Board of Hooghly the price will be the value of the whole line, *plus* a bonus of 15 per cent thereon.

(vii) *Power of the Company to surrender agreement.*—Nil.

(viii) *Term of agreement* [*if not determined under* (vi)].—None specified.

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)**—

| | Table I. | | | | | | | | Table II. | |
|---|---|---|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Subsidy from, (+), or share of net profits to, (−), the District Board. | Total income. | Percentage of total income on total capital outlay given in column(3) | Earnings per mile per week | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | | Rs. | |
| 1904 . . . | 19·75 | 6,17,198 | 36,257 | 39,139 | 6·34 | —2,747 | 36,392 | 5·90 | 76 | 54·63 |
| 1905 . . . | 19·75 | 6,19,894 | 38,366 | 38,128 | 6·15 | —2,419 | 35,709 | 5·76 | 73 | 56·80 |
| 1906 . . . | 19·75 | 6,23,896 | 90,595 | 37,017 | 5·94 | —2,548 | 34,499 | 5·53 | 80 | 59·11 |
| 1907 . . . | 19·75 | 6,24,966 | 95,232 | 39,226 | 6·28 | —2,728 | 36,498 | 5·84 | 84 | 58·81 |
| 1908 . . . | 19·75 | 6,33,299 | 1,01,052 | 34,303 | 5·42 | —2,987 | 31,316 | 4·94 | 89 | 66·05 |
| 1909 . . . | 19·75 | 6,50,458 | 1,07,476 | 38,522 | 5·92 | —3,595 | 34,927 | 5·37 | 104 | 64·16 |
| 1910 . . . | 19·75 | 6,56,173 | 1,19,792 | 63,350 | 9·65 | —5,032 | 58,318 | 8·88 | 176 | 47·11 |
| 1911 . . . | 19·75 | 6,56,138 | 1,26,090 | 62,171 | 9·48 | —4,666 | 57,505 | 8·76 | 123 | 50·68 |
| 1912 . . . | 19·75 | 6,61,685 | 1,41,087 | 74,861 | 11·31 | —6,785 | 69,076 | 10·28 | 137 | 46·98 |
| 1st qr. of 1913 | 19·75 | 6,68,508 | 38,100 | 21,863 | 0·03 | —2,213 | 19,650 | 0·03 | 148 | 42·62 |
| 1913-14 . . | 19·75 | 7,18,108 | 1,57,837 | 69,653 | 9·69 | —6,282 | 63,371 | 8·82 | 154 | 55·87 |

# APPENDIX 1—*contd.*

*History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number Main head 51. Sub-head (a) **JAGADHRI LIGHT RAILWAY** (2' 0" gauge)—

*Date of registration of the Company.*—27th August 1909.

**Progress in opening—**

| Section of railway. | Date of opening. | Miles. | Total |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Jagadhri station to Jagadhri city . . . . . | 11-8-11 | 3·31 | 3·31 |

**Details of construction—**

*Permanent-way.*—The permanent-way consists of 24-lb. flat-footed steel rails laid on sâl and deodar sleepers.

*Ballast.*—The line is ballasted for about a furlong in one place only, and the remainder is being ballasted gradually with broken bricks.

*Fencing.*—The line is unfenced.

*Curves.*—The sharpest curve is of 573 feet radius.

*Gradients.*—The ruling gradient is 1 in 300.

**Local Government order—**

The Jagadhri Light Railway Company order of 1908, published under the Punjab Government Notification No. 754, dated the 15th December 1909, as to the construction, maintenance and working of a steam tramway from Jagadhri station to Jagadhri city.

**Main provisions of Local Government order—**

(i) *Land.*—Except the portions of the District Board and provincial roads in the district of Ambala which the line is authorised to cross, all land for the purpose of the undertaking is provided at the cost of capital.

(ii) *Government aid.*—Nil.

(iii) *Distribution of profits.*—The whole of the profits belong to the Company.

(iv) *Rates and fares.*—To be fixed from time to time by the Company with the approval of the Local Government.

(v) *Special obligations as to the conveyance of—*

(*a*) Mails, troops, police, high Government officials and Government stores.— } Not
(*b*) Government bullion and coin.— } specified.

(vi) *Power of the Government to determine contract.*—At the expiry of 21 years after first opening throughout for traffic, or at subsequent intervals of 10 years, the local authority, by giving 12 months' notice, has the right to terminate the contract and purchase the undertaking, with the previous sanction of the Local Government, by paying to the Company 25 times the yearly average net earnings of the line during the 3 years preceding the purchase with a maximum of 120 and minimum of 100 per cent of the cost price.

(vii) *Power of the Company to surrender contract.*—Nil.

(viii) *Term of contract* [*if not determined under* (vi)]—None specified.

**Statistics of working—**

| | Table I. | | | | | Table II. | |
|---|---|---|---|---|---|---|---|
| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, *i.e.*, outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Earnings per mile per week. | Proportion of expenses to earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | |
| 1911 . . . . | 3·31 | 1,05,000 | 7,903 | 503 | 0·47 | 9 | 93·64 |
| 1912 . . . . | 3·31 | 1,11,266 | 25,036 | 1,720 | 1·54 | 145 | 93·13 |
| 1st qr. of 1913 . . | 3·31 | 1,11,467 | 6,962 | 1,497 | 1·34 | 169 | 78·48 |
| 1913-14 . . . | 3·31 | 1,14,132 | 25,231 | 3,423 | 2·99 | 147 | 86·43 |

# APPENDIX 1—*contd.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

Number $\frac{\text{Main head } 52}{\text{Sub-head (a)}}$. **JORHAT (PROVINCIAL) RAILWAY** (2' 0" gauge)—

This line was originally known as the "Kokila Mookh tramway" or the "Kokila Mookh State railway." Its construction out of the Provincial revenues of Assam, for the convenience of the numerous tea-gardens in the neighbourhood of Jorhat, was approved by the Government of India in their letter No. 621-R. C., dated the 11th August 1882.

**Progress in opening—**

| Sections of railway. | Date of opening. | Miles. | Total. | Grand total. |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| *Main line—* | | | | |
| Gosaigaon to Jorhat | 15-12-84 | 7·00 | | |
| Jorhat to Dhali river | 15-12-84 | 9·50 | | |
| Dhali river to Titabar | 16-7-87 | 1·75 | | |
| | | | 18·25 | |
| *Cold weather line—* | | | | |
| Gosaigaon to Borghop | 22-10-01 | 4·75 | | |
| Borghop to a point further down the river | 3-12-11 | 2·50 | | |
| | | | 7·25 | |
| *Mariani branch—* | | | | |
| Chenimara Junction to Mariani | 7-1-85 | 7·00 | | |
| | | | 7·00 | |
| TOTAL | ... | ... | ... | 32·50 |

**Details of construction—**

*Permanent-way.*—2·51 miles between Jorhat and Gosaigaon are laid with steel rails, 30 lbs. to the yard. About a mile, between Jorhat and Chenimara, 1·75 miles, between Chenimara and Mariani, 0·75 mile, between Chenimara and Titabar, and 2·50 miles, between Jorhat and Gosaigaon, are laid with steel rails, 25 lbs. to the yard. The rest of the line, including the section from Gosaigaon to Borghop and the alternative cold weather section across Gosaigaon channel, is laid with steel rails, 18 lbs. to the yard.

*Ballast.*—The line is unballasted.

*Fencing.*—The line is not fenced.

*Curves.*—The sharpest curve is of 480 feet radius.

*Gradients.*—The ruling gradient is about 1 in 800, except on the Jorhat-Chenimara section where it is 1 in 400.

**Contract—**

Nil.—The line is owned and worked by the State.

**Statistics of working (Those for the periods prior to 1904 will be found in Appendix 38 to the Report for 1907.)—**

| Year. | Mileage open at end of each year. | Total capital outlay, including suspense, to end of each year, i.e., outlay on (i) lines open and (ii) lines partly or wholly under construction. | Gross earnings. | Net earnings. | Percentage of net earnings on total capital outlay given in column (3). | Interest. | Gain or loss to the State *pertaining to each year.* | Earnings per mile per week. | Proportion of expenses to earnings. |
|---|---|---|---|---|---|---|---|---|---|
| | TABLE I. | | | | | | | TABLE II. | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 1 | 2 |
| | Miles. | Rs. | Rs. | Rs. | | Rs. | Rs. | Rs. | |
| 1904 | 30·25 | 9,03,781 | 74,293 | —3,840 | ... | 36,260 | —40,100 | 47 | 105·17 |
| 1905 | 30·25 | 9,08,441 | 78,600 | 2,458 | 0·27 | 36,480 | —34,022 | 48 | 96·87 |
| 1906 | 31·75 | 9,09,185 | 92,540 | 13,995 | 1·43 | 32,515 | —19,520 | 59 | 85·96 |
| 1907 | 31·75 | 9,29,798 | 91,667 | 523 | 0·06 | 31,723 | —31,200 | 55 | 99·43 |
| 1908 | 31·75 | 9,29,930 | 1,01,098 | 11,258 | 1·21 | 31,681 | —20,423 | 62 | 88·86 |
| 1909 | 31·65 | 9,52,283 | 99,538 | 11,283 | 1·18 | 31,748 | —20,465 | 60 | 88·66 |
| 1910 | 30·00 | 9,62,204 | 95,976 | 7,529 | 0·78 | 31,959 | —24,430 | 59 | 93·16 |
| 1911 | 32·00 | 9,72,295 | 1,09,457 | 31,354 | 3·22 | 32,885 | —1,531 | 70 | 71·35 |
| 1912 | 32·50 | 9,84,343 | 1,22,406 | 33,065 | 3·36 | 33,541 | —473 | 79 | 72·98 |
| 1st qr. of 1913. | 32·50 | 10,43,645 | 30,528 | 9,324 | 0·89 | 10,369 | —1,045 | 78 | 69·46 |
| 1913-14 | 32·50 | 10,64,859 | 1,30,085 | 39,346 | 3·74 | 35,717 | +4,129 | 82 | 69·36 |

# APPENDIX 1—*concld.*

## *History of railways constructed and in progress.*

[For Index see page preceding this appendix.]

**Number** $\frac{\text{Main head } 53}{\text{Sub-head } (a)}$. **TARIKERE-YEDAHALLI RAILWAY** (2′ 0″ gauge)—

The construction of this line by the Mysore Durbar, under the provisions of the Mysore Tramway Regulation No. II of 1906, was sanctioned by the Government of India in their Foreign Department letter No. 3225-I.B., dated the 25th September 1913.

**Progress to opening—**

| Section of railway. | Date of opening. | Miles. | Total. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| Tarikere, on the Birur-Shimoga railway, to Yedahalli (sanctioned on 25th September 1913). | ... | 25·00 | 25·00 |

# APPEN

*Details of mileage open and*

| Serial No. | Names of railways under each classification by gauges. | Date of first opening for traffic. | Agency for working. [For abbreviations used see Index to Appendix 1.] | TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 31ST MARCH 1914. | | | | | ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SECTION OPENED. | | MILEAGE OPENED. | | | | |
| | | | | Date of opening. | From | To | Single line. | Second, third, etc., lines, as the case may be. | Single line. | Double, treble, etc., lines, as the case may be. | Total route mileage. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | | | | | | | | | | **PART** |
| | | | | | | | | | | | ***Railways, the transactions of which*** |
| | | | | | | | | | | | **I.—STATE LINES WORKED** |
| | 5′ 6″ GAUGE. | | | | | | | | | | |
| 1 | Cawnpore-Banda ... | 21-4-13 | O. & R. Ry. | 21-4-13 | Juhi ... | Hamirpur Road | 33·37 | ... | 33·37 | ... | 33·37 |
| 2 | Eastern Bengal ... | 2-1-62 | E. B. Ry. | 10-12-13 | Dum Dum Junction. | Canal Junction | 1·18 | 1·18 (2nd line.) | 390·87 | 95·65 (double) 20·68 (quadruple) | 507·20 |
| | | | | 10-10-13 | Ballygunj ... | Jadabpur ... | ... | 1·35 (2nd line.) | | | |
| | | | | | | | 1·18 | 2·53 | | 116·33 | |
| 3 | Jakhal-Hissar ... | 1-11-13 | N. W. Ry.... | 1-11-13 | Jakhal ... | Hissar ... | 50·63 | ... | 50·63 | ... | 50·63 |
| 4 | North Western ... | 13-5-61 | N. W. Ry. | 16-6-13 | Jullundur ... | Hoshiarpur ... | 24·09 | ... | (d) 3,050·50 | 659·66 (double) | 3,710·16 |
| | | | | 7-11-13 | Saraikala ... | Havelian ... | 34·70 | ... | | | |
| | | | | 1-4-13 | Hyderabad ... | Gidu ... | ... | 3·56 (Second line.) | | | |
| | | | | 13-5-13 | Saharanpur ... | Kalanour ... | ... | 14·03 | | | |
| | | | | 15-11-13 | Kalanour ... | Ambala ... | ... | 35·15 | | | |
| | | | | 28-2-14 | Dhilwan ... | Beas ... | ... | 1·99 | | | |
| | | | | | | | 58·79 | 54·73 | | | |
| 5 | Oudh and Rohilkhand ... | 23-4-67 | O. & R. Ry. | 5-3-13 | Kashi ... | Benares Cantonment. | ... | 2·82 (Second line.) | (f) 1,503·55 | 19·63 (double) | 1,523·18 |
| | | | | 21-4-13 | Moghal Sarai | Bechupur ... | ... | 1·24 | | | |
| | | | | | | | | 4·06 | | | |
| | Total ... | ... | ... | ... | ... | ... | 143·97 | 61·32 | 5,028·92 | 795·62 | 5,824·54 |
| | 3′ 3½″ GAUGE. | | | | | | | | | | |
| 6 | Cawnpore-Barhwal (3′ 3½″ gauge) link. | 24-11-96 | B. & N. W. Ry. Co. | ... | ... | ... | ... | ... | (e) 79·60 | ... | 79·60 |
| 7 | Eastern Bengal ... | 28-8-77 | E. B. Ry. | 1-4-13 | Kalchini ... | Hasmara ... | 6·66 | ... | 1,039·13 | ... | 1,039·13 |
| | | | | 15-1-14 | Hasmara ... | Dalsingpara ... | 3·52 | ... | | | |
| | | | | | | | 10·18 | | | | |
| 8 | Oudh and Rohilkhand ... | 1-4-99 | B. & N. W. Ry. Co. | ... | ... | ... | ... | ... | (f) 2·18 | ... | 2·18 |
| | Total ... | ... | ... | ... | ... | ... | 10·18 | ... | 1,120·91 | ... | 1,120·91 |
| | 2′ 6″ GAUGE. | | | | | | | | | | |
| 9 | Eastern Bengal ... | 18-7-81 | E. B. Ry. ... | ... | ... | ... | ... | ... | 35·10 | ... | 35·10 |
| 10 | Kalka-Simla ... | 9-11-03 | N. W. Ry. | ... | ... | ... | ... | ... | 59·92 | ... | 59·92 |
| 11 | Kohat-Thal ... | 1-4-03 | | ... | ... | ... | ... | ... | 61·75 | ... | 61·75 |
| 12 | Nowshera-Dargai ... | 1-1 01 | | ... | ... | ... | ... | ... | 40·25 | ... | 40·25 |
| 13 | Trans Indus (Kalabagh-Bannu). | 15-6-13 | | 15-6-13 | Kalabagh ... | Bannu ... | 88·91 | ... | 88·91 | ... | 88·91 |
| | Total ... | ... | ... | ... | ... | ... | 88·91 | ... | 285·93 | ... | 285·93 |
| | 2′ 0″ GAUGE | | | | | | | | | | |
| 14 | Jorhat (Provincial) ... | 15-12-84 | Assam Administration. | ... | ... | ... | ... | ... | 32·50 | ... | 32·50 |
| | Total State lines worked by the State. | ... | ... | ... | ... | ... | 243·03 | 61·32 | 6,468·26 | 795·62 | 7,263·88 |

# DIX 2.

*sanctioned for construction.*

| TRACK MILEAGE OPEN ON THE 31ST MARCH 1914. | | | TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1914. | | | | | | Serial No. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Section sanctioned. | | Mileage sanctioned. | | | |
| Running track. | Sidings. | Total. | Date of sanction. | Agency for construction. | From | To | Single line. | Second, third, etc., lines, as the case may be. | | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| **I.** | | | | | | | | | | |
| ***pass through the Government accounts.*** | | | | | | | | | | |
| **BY THE STATE.** | | | | | | | | | | |
| 33·37 | 2·36 | 35·73 | 13-12-10 | O. & R. Ry. | Hamirpur Road. | Khirada ... | (*a*) 43·23 | ... | 1 | (*a*) Work commenced. |
| | | | | | Sumerpore... | Balatal ... | (*b*) 64·55 | ... | | (*b*) Not commenced. |
| | | | | | | | 107·78 | | | |
| | | | 24-7-12 | E. B. Ry.... | *New goods approach*— Kakurgachi Road. | North of Sealdah. | ... | (*a*) 0·76 (3rd and 4th lines). | | |
| | | | 6-1-12 | E. B. Ry. | Naihati ... | Halisahar ... | ... | (*a*) 1·60 (3rd line). | | |
| | | | 30-6-10 | E. B. Ry.... | *Low level connection*— Dum Dum Junction. | Canal Junction. | (*a*) 1·66 | 1·6 (2nd line). | | |
| 664·89 | 309·90 | 974·79 | 6-8-12 | E. B. Ry. | Poradaha ... | Bhairamara... | ... | (*a*) 11·29 (2nd line). | | |
| | | | 23-8-13 | E. B. Ry. | Poradaha ... | Jagati ... | ... | (*a*) 4·10 (2nd line). | 2 | |
| | | | 10-12-08 | State ... | *Lower Ganges bridge at Sara*— Bhairamara | Point near Gopalpur. | (*a*) 14·22 | (*c*) 10·98 (2nd line). | | (*c*) This is an independent 5′ 6″ gauge track alongside the existing 3′ 3⅜″ gauge line. |
| | | | 28-12-11 | E. B. Ry.... | Sara ... | Santahar ... | (*a*) & (*c*) 48·51 | ... | | |
| | | | 0-0-12 | E. B. Ry.... | Jadabpur ... | Baruipur ... | ... | (*a*) 10·65 (2nd line). | | |
| | | | | | | | 64·39 | 41·54 | | |
| 56·63 | 6·29 | 57·01 | ... | ... | ... | ... | ... | ... | 3 | (*d*) Includes 26·28 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bhatinda and Kot Kapura over which the Bombay, Baroda and Central India (3′ 3⅜″ gauge) railway trains also work. |
| 4,369·83 | 1,214·74 | (*e*) 5,584·57 | ... | ... | ... | ... | ... | ... | 4 | (*e*) Excludes a portion of double line between Gida and Hyderabad, *viz.*, 0·75 mile, and 9·67 miles of sidings constructed but not worked and 1·40 miles of main line and 4·20 miles of sidings of the Delhi Durbar railway worked by the East Indian railway. |
| 1,542·81 | (*g*) 314·25 | 1,857·07 | 3-2-10 | O. & R. Ry. | Saharanpur... | Khan Alampura. | ... | (*h*) 1·50 (2nd line). | 5 | (*f*) Excludes 2·18 miles of 3′ 3⅜″ gauge line at Benares shown under 3′ 3⅜″ gauge, but includes 10·79 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line, between Burhwal and Bara Banki, 1·17 miles of 3′ 3⅜″ gauge track over the Ramganga bridge, Bareilly, and 0·49 mile of mixed (5′ 6″ and 3′ 3⅜″) gauge track over the Ramganga bridge, Moradabad, over which the Rohilkund and Kumaon railway trains also work. |
| 6,661·55 | 1,848·25 | 8,509·78 | ... | ... | ... | ... | 172·17 | 43·04 | | |
| 79·60 | 10·26 | 89·86 | ... | ... | ... | ... | ... | ... | 6 | |
| 1,039·13 | 241·57 | 1,280·70 | 11-5-12 | E. B. Ry. | Teesta Junction. | Lalmonirhat | ... | (*a*) 7·25 (2nd line). | 7 | |
| 2·18 | ... | 2·18 | ... | ... | ... | ... | ... | ... | 8 | (*g*) Includes 1·06 miles of 3′ 3⅜″ gauge sidings on mixed (5′ 6″ and 3′ 3⅜″) gauge section between Burhwal and Bara Banki |
| 1,117·39 | 251·83 | 1,369·22 | ... | ... | ... | ... | ... | 7·25 | | |
| 35·10 | 1·57 | 36·67 | ... | ... | ... | ... | ... | ... | 9 | (*h*) Since opened. |
| 59·92 | 8·91 | 68·83 | ... | ... | ... | .. | ... | ... | 10 | |
| 61·75 | 3·38 | 65·13 | ... | ... | ... | ... | ... | ... | 11 | (*i*) Excludes 3·40 miles of the Lucknow-Bareilly railway, between Aishbagh and Daliganj, worked over, but includes 1·79 miles referred to in remark (*f*) above and 0·50 mile over the Ganges bridge, Cawnpore. |
| 40·25 | 6·00 | 46·25 | ... | ... | ... | ... | ... | ... | 12 | |
| 88·91 | 14·48 | 103·39 | 17-1-13 | N. W. Ry. | Laki ... | Tauk ... | (*a*) 47·12 | ... | 13 | |
| 285·93 | 34·34 | 320·27 | ... | ... | ... | ... | 47·12 | ... | | |
| 32·50 | 2·04 | 34·54 | ... | ... | ... | ... | ... | ... | 14 | (*j*) Length between the O. & R. Ry. Cantonment and the B. & N. W. Ry. City stations at Benares |
| 8,100·88 | 2,136·46 | 10,237·33 | ... | ... | ... | ... | 219·29 | 50·29 | | |

# APPEN

*Details of mileage open and*

| Serial No. | Names of railways under each classification by gauges. | Date of first opening for traffic. | Agency for working. [For abbreviations used see Index to Appendix I.] | TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 31ST MARCH 1914. | | | | | ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SECTION OPENED. | | MILEAGE OPENED. | | | | |
| | | | | Date of opening. | From | To | Single line. | Second, third, etc., lines, as the case may be. | Single line. | Double, treble, etc., lines, as the case may be. | Total route mileage. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | | | | | | | | | | **PART** |
| | | | | | | | | | | | ***Railways, the transactions of which*** |
| | 5' 6" GAUGE. | | | | | | | | | | **II.—STATE LINES WORKED** |
| 15 | Agra-Delhi Chord ... | 15-11-04 | G. I. P. Ry. Co. | 3-2-13 | Junction near Raja-ki-Mandi. | Bilochpura ... | ... | 0·65 (2nd line) | 123·10 | 2·78 (double) | 125·88 |
| 16 | Baran-Kotah ... | 1-7-08 | G. I. P. Ry. Co. | ... | ... | ... | ... | ... | 40·29 | ... | 40·29 |
| 17 | Bengal-Nagpur ... | 0-0-80 | B. N. Ry. Co. | 1-5-13 | Bobbili ... | Salur ... | 10·37 | ... | 1,803·28 | 73·23 (double) | 1,876·46 |
| | | | | 27-11-13 | Mohnda ... | Chandrapura | 11·70 | | | | |
| | | | | 17-2-14 | Sudamdih Block Hut. | Bhowrah Block Hut. | 1·72 | | | | |
| | | | | | | | 23·79 | | | | |
| 18 | Bezwada Extension ... | 10-2-89 | N. G. S. Ry. Co. | ... | ... | ... | ... | ... | 20·58 | ... | 20·58 |
| 19 | Bhopal Itarsi (British section). | 1-6-82 | G. I. P. Ry. Co. | ... | ... | ... | ... | ... | 12·13 | ... | 12·13 |
| 20 | Bombay, Baroda and Central India. | 10-2-60 | B. B. & C. I. Ry. Co. | 1-12-13 | Bayana ... | Agra ... | 50·61 | ... | 6 | 256·07 (double) | 996·23 |
| | | | | 7-2-13 | Anklesvar ... | South end of Nerbudda. | ... | 4·17 (2nd line). | | | |
| | | | | | | | 50·61 | 4·17 | | | |
| 21 | East Indian ... ... | 15-8-54 | E. I. Ry. Co. | 1-2-13 | Dhulian Ganjes | Jangipur ... | 18·24 | ... | 1,793·84 | 605·90 (double) | 2,424·20 |
| | | | | 1-5-13 | Jangipur .. | Katwa ... | 65·20 | ... | | 20·53 (triple) | |
| | | | | 1-1-13 | Pradhankhanta | Pathardih ... | 9·59 | ... | | 3·58 (quadruple) | |
| | | | | 1-1-13 | Londa ... | Pathardih ... | ... | 2nd line. 0·45 | | 0·85 (sextuple). | |
| | | | | 6-3-13 | Delhi ... | Jumna Bridge | ... | 3·24 | | | |
| | | | | 4-10-13 | Allahabad .. | Jumna Bridge | ... | 0·60 | | | |
| | | | | | | | 93·03 | 4·29 | | 630·86 | |
| 22 | Great Indian Peninsula | 18-4-53 | G. I. P. Ry. Co. | 1-5-13 | Itarsi ... | Badnur ... | 66·25 | 0·04 | 1,862·68 | 617·06 (double) | 2,481·03 |
| | | | | 3-2-13 | Mile 837·53 ... | Mile 837·57 ... | 0·04 | 2nd line. | | 4·29 (quadruple.) | |
| | | | | 3-2-13 | Mile 837·7 ... | Mile 837·60 ... | 0·03 | | | | |
| | | | | | | | 66·32 | 0·04 | | 621·35 | |
| 23 | Madras and Southern Mahratta. | 1-7-56 | M. & S. M. Ry. Co. | ... | ... | ... | ... | ... | (j) 936·79 | 44·94 (double) | 1,031·73 |
| 24 | South Indian ... | 23-5-60 | S. I. Ry. Co. | ... | ... | ... | ... | ... | 445·94 | ... | 445·94 |
| | Total ... | ... | ... | ... | ... | ... | 233·75 | 9 15 | 7,828·24 | 1,629·23 | 9,457·47 |

# DIX 2—*contd.*

*sanctioned for construction.*

| TRACK MILEAGE OPEN ON THE 31ST MARCH 1914. | | | TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1914. | | | | | | Serial No. | REMARKS. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SECTION SANCTIONED. | | MILEAGE SANCTIONED. | | | |
| Running track. | Sidings. | Total. | Date of sanction. | Agency for construction. | From | To | Single line. | Second, third, etc., lines, as the case may be. | | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| **I—*contd.*** | | | | | | | | | | |
| ***pass through the Government Accounts.*** | | | | | | | | | | |
| **BY COMPANIES.** | | | | | | | | | | |
| 128·66 | 49·90 | 178·56 | .. | ... | ... | ... | ... | ... | 15 | |
| 40·29 | 3·39 | 43·68 | ... | ... | ... | ... | ... | ... | 16 | |
| 1,949·69 | 452·92 | 2,402·61 | 26-1-06<br>17-5-12<br>21-10-12<br><br>27-12-12 | B. N. Ry. Co. | Raipur ...<br>Chandrapura<br>Bhowrah Branch.<br><br>Bankura ... | Parvatipuram<br>Jurungdeeh<br>Pathardih Link.<br><br>Bhojoodih ... | (a)260·67<br>(b)12·00<br>...<br><br>... | ...<br>...<br>(c)0·62 (2nd line).<br>(b)51·25 (2nd line). | 17 | (a) Work commenced on 37·48 miles only.<br>(b) Work commenced.<br>(c) This is only a portion of the line between Bhowrah Branch and Pathardih Link. |
| | | | | | | | 272·67 | 51·87 | | |
| 20·58 | 0·97 | 21·55 | ... | ... | ... | ... | ... | ... | 18 | |
| 12·13 | (d) | 12·13 | ... | ... | ... | ... | ... | ... | 19 | (d) Included with the Native State section, serial No. 128. |
| 1,252·30 | 247·93 | 1,500·23 | ... | ... | ... | ... | ... | ... | 20 | |
| 3,086·16 | 991·85 | 4,078·01 | 23-5-13<br>27-5-13<br><br>12-2-13<br><br>12-2-13<br>12-2-13<br>21-4-13<br>29-11-12 | E.I.Ry. Co. | Toposi ...<br>Burdwan ...<br><br>Gya ...<br><br>Moghal Sarai<br>Line at Mogh<br>Baidyabati...<br>Uttarpara ... | Baraboni ...<br>Kamarkundu<br><br>Kastha ...<br><br>Ganj Khawaja<br>al Sarai ...<br>Bhadreswar<br>Lillooah ... | (b)6·41<br>(b)37·77<br><br>...<br><br>...<br>...<br>...<br>...<br>... | ...<br>...<br>2nd line. (e) 5·24<br>(e) 4·10<br>0·61<br>(f) 0·93<br>2·43 | 21 | (e) Since opened.<br>(f) Third line. |
| | | | | | | | 44·18 | 51·08 | | |
| 3,118·96 | 663·65 | 3,777·61 | 8-6-08<br>8-6-08<br>8-6-08<br>8-6-08<br>8-6-08<br>17-2-05<br><br>6-3-12 | G. I. P. Ry. Co. | Badnur ...<br>Amla ...<br>Pandhurna<br>Amla ...<br>Hirdagarh<br>Ravali ...<br><br>Tank Bundur | Amla ...<br>Pandhurna<br>Nagpur ...<br>Hirdagarh ...<br>Jamai.<br>Mahim ...<br><br>Victoria Terminus. | (b) 14·45<br>(b) 38·80<br>(b) 64·94<br>(b) 35·25<br>(b) 6·69<br>(g) 1·30<br><br>(i) 1·96 | ...<br>...<br>...<br>...<br>...<br>(h)1·30<br><br>(h)1·96 | 22 | (g) Opening deferred.<br>(h) Second line.<br>(i) This is an overhead connection of the Harbour Branch extension. |
| | | | | | | | 163·39 | 3·26 | | |
| 1,076·67 | 208·72 | 1,285·39 | 17 4-13 | M. & S. M. Ry. Co. | Guntur ... | Tenali ... | (b)15·86 | ... | 23 | (j) Includes 1·90 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bezwada and Kistna Block hut. |
| 445·94 | 70·94 | 516·88 | ... | ... | ... | ... | ... | ... | 24 | |
| 11,126·38 | 2,690·27 | 13,816·65 | ... | ... | ... | ... | 496·10 | 106·12 | | |

# APPEN

*Details of mileage open and*

| Serial No. | Names of railways under each classification by gauges. | Date of first opening for traffic. | Agency for working. [For abbreviations used see Index to Appendix 1.] | TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 31ST MARCH 1914. | | | | | ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Date of opening. | Section opened. From | Section opened. To | Mileage opened. Single line. | Mileage opened. Second, third, etc., lines, as the case may be. | Single line. | Double, treble, etc., lines, as the case may be. | Total route mileage. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | | | | | | | | | | **PART** |
| | | | | | | | | | | | ***Railways, the transactions of which*** |
| | 3′ 3½″ GAUGE. | | | | | | | | | | **II.—STATE LINES WORKED** |
| 25 | Assam-Bengal ... | 1-7-95 | A. B. Ry. Co. | 4-2-13 | Dikhow ... | Behubar ... | 6·74 | ... | 811·73 | ... | 811·73 |
| 26 | Bombay, Baroda and Central India. | 14-2-73 | B. B. & C. I. Ry. Co. | ... | ... | ... | ... | ... | (c) 1,812·63 | (d) 3·01 | 1,815·64 |
| 27 | Burma ... ... | 2-5-77 | B. Rys. Co. | ... | ... | ... | ... | ... | 1,222·91 | 118·94 (double) | 1,341·85 |
| 28 | Burma extensions ... | 15-4-07 | B. Rys. Co. | ... | ... | ... | ... | ... | 186·93 | ... | 186·93 |
| 29 | Dhone-Kurnool ... | 1-1-09 | M. & S. M. Ry. Co. | ... | ... | ... | ... | ... | 32·00 | ... | 32·00 |
| 30 | Jodhpur-Hyderabad (British section) (*h*). | 18-8-92 | J. B. Ry. ... | ... | ... | ... | ... | ... | 123·98 | ... | 123·98 |
| 31 | Lucknow-Bareilly ... | 12-10-84 | R. & K. Ry. Co. | ... | ... | ... | ... | ... | 298·02 | ... | 298·02 |
| 32 | Madras and Southern Mahratta. | 24-3-84 | M. & S. M. Ry. Co. | ... | ... | ... | ... | ... | (i) 1,520·60 | ... | 1,520·60 |
| 33 | Mysore section (Madras and Southern Mahratta railway). | 1-2-81 | | ... | ... | ... | ... | ... | 296·28 | ... | 296·28 |
| 34 | Nilgiri ... ... | 15-6-99 | S. I. Ry. Co. | ... | ... | ... | ... | ... | 28·96 | ... | 28·96 |
| 35 | Palanpur-Deesa (*k*) ... | 8-11-93 | B. B. & C. I. Ry. Co. | ... | ... | ... | ... | ... | 17·28 | ... | 17·28 |
| 36 | South Indian ... | 15-7-61 | S. I. Ry. Co. | 1-1-14 | Mandapam ... | Pamban ... | 3·12 | ... | 879·92 | ... | 879·92 |
| 37 | Southern Shan States ... | 15-6-12 | B. Rys. Co... | 20-8-13 | Kywedatson ... | Yinmabin ... | 6·95 | ... | 23·00 | ... | 23·00 |
| 38 | Tinnevelly-Quilon (Travancore) (British section). | 1-6-02 | S. I. Ry. Co. | ... | ... | ... | ... | ... | 50·41 | ... | 50·41 |
| 39 | Tirhoot ... ... | 1-11-75 | B. & N. W. Ry. Co. | ... | ... | ... | ... | ... | 778·11 | 10·05 (double) | 788·16 |
| | Total ... | ... | ... | ... | ... | ... | 16·81 | ... | 8,082·96 | 132·00 | 8,214·96 |

## DIX 2—*contd.*

*sanctioned for construction.*

| TRACK MILEAGE OPEN ON THE 31ST MARCH 1914. | | | TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1914. | | | | | | Serial No. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Section sanctioned. | | Mileage sanctioned. | | | |
| Running track. | Sidings. | Total. | Date of sanction. | Agency for construction. | From | To | Single line. | Second, third, etc., lines, as the case may be. | | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| I—*contd.* | | | | | | | | | | |
| ***pass through the Government Accounts.*** | | | | | | | | | | |
| **BY COMPANIES**—*contd.* | | | | | | | | | | |
| 811·73 | 139·95 | 951·68 | 17-8-10<br>18-11-12 | A. B. Ry. Co. | Bhairab Bazar<br>Fenchuganj' | Tangi ...<br>Sylhet ... | (a) 39·23<br>(b) 15·15<br>54·38 | ...<br>... | 25 | (a) Since opened.<br>(b) Work commenced. |
| (c) 1,816·65 | (f) 374·42 | 2,193·07 | ... | ... | ... | ... | ... | ... | 26 | (c) Includes 5·17 miles on 5′ 6″ gauge, of which 2·10 miles at Ujjain are worked by the Bombay, Baroda and Central India railway (5′ 6″ gauge) and 3·07 miles at Agra worked by the East Indian railway. |
| 1,460·79 | 302·60 | 1,763·39 | ... | ... | ... | ... | ... | ... | 27 | (d) Includes 0·09 mile on 5′ 6″ gauge at Delhi worked by the Agra-Delhi Chord railway. |
| | | | | | | | | | | (e) Includes 5·35 miles on the 5′ 6″ gauge. |
| | | | | | | | | | | (f) Includes 12·86 miles on the 5′ 6″ gauge. |
| 186·93 | 38·09 | 225·02 | 1-6-06 | B. Rys. Co. | Begayet ... | Neikban ... | (g) 66·25 | ... | 28 | (g) In abeyance. |
| 32·00 | 2·82 | 34·82 | ... | ... | ... | ... | ... | ... | 29 | |
| 123·98 | 16·44 | 140·42 | ... | ... | ... | ... | ... | ... | 30 | (h) The Native State section of this railway forms an integral part of the Jodhpur railway. |
| 298·02 | 47·04 | 345·06 | 23-9-10 | R. & K. Ry. Co. | Dudwa ... | Gauri Phanta | (a)15·89 | ... | 31 | |
| 1,520·80 | 170·84 | 1,691·64 | ... | ... | ... | ... | ... | ... | 32 | (i) Includes 1·90 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bezwada and Kistna. Block hut. |
| 206·28 | 31·27 | 327·55 | 28-1-14 | Mysore Durbar. | Chickjajur... | Chitaldrug... | (j)21·07 | ... | 33 | (j) Not commenced. |
| 28·96 | 4·13 | 33·09 | ... | ... | ... | ... | ... | ... | 34 | |
| 17·28 | 1·29 | 18·57 | ... | ... | ... | ... | ... | ... | 35 | (k) This line is the joint property of Government and the Palanpur Durbar. |
| 279·92 | 155·62 | 1,035·54 | 14-12-10 | S. I. Ry. Co. | Dhanushkodi Jetty. | Dhanushkodi Point. | (b)1·57 | ... | 36 | |
| 23·00 | 2·10 | 25·10 | 23-7-09 | B. Rys. Co. | Yinmabin ... | Yawnghwe | (l)82·04 | ... | 37 | (l) Work is in progress on 49 miles only. |
| 50·41 | (m)12·90 | 63·31 | ... | ... | ... | ... | ... | ... | 38 | (m) Includes sidings on the Native State section, serial No. 146. |
| 798·21 | 155·80 | 954·01 | 9-2-11 | B. & N. W. Ry. Co. | Rosera Ghat | Khagaria ... | (b)84·79 | ... | 39 | |
| 8,346·96 | 1,455·31 | 9,802·27 | ... | ... | ... | ... | 275·99 | ... | | |

## APPEN

*Details of mileage open and*

| Serial No. | Names of railways under each classification by gauges. | Date of first opening for traffic. | Agency for working. [For abbreviations used see Index to Appendix I.] | TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 31ST MARCH 1914. | | | | | ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Section opened. | | | Mileage opened. | | | | |
| | | | | Date of opening. | From | To | Single line. | Second, third, etc., lines, as the case may be. | Single line. | Double, treble, etc., lines, as the case may be. | Total route mileage. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | | | | | | | | | | **PART** |
| | | | | | | | | | | | ***Railways, the transactions of which*** |
| | 2' 6" Gauge. | | | | | | | | | | **II.—STATE LINES WORKED** |
| 40 | Broach-Jambusar ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 41 | Gondia-Chanda ... | 10-11-08 | B. N. Ry. Co. | 1-4-13 | Rajoli ... | Babupeth ... | 35·57 | ... | 216·06 | ... | 216·06 |
| 42 | Jubbulpore-Gondia Extension. | 18-4-03 | B. N. Ry. Co. | 1-5-13<br>1-11-13 | Balaghat ...<br>Ram Rama ... | Katangi ...<br>Branch ... | 28·93<br>5·58<br>34·51 | ... | 310·97 | ... | 310·97 |
| 43 | Morappur-Dharmapuri... | 18-1-06 | S. I. Ry. Co. | 15-5-13 | Dharmapuri ... | Hosur ... | 54·87 | ... | 73·40 | ... | 73·40 |
| 44 | Nagpur-Chhindwara ... | 1-1-11 | B. N. Ry. Co. | 20-10-13<br>20-10-13 | Sausar ...<br>Katchidhana .. | Chhindwara ...<br>Branch ... | 42·58<br>4·08<br>46·66 | ... | 97·60 | ... | 97·60 |
| 45 | Purulia-Ranchi ... | 15-11-07 | B. N. Ry. Co. | 6-10-13 | Ranchi ... | Lohardaga ... | 42·61 | ... | 115·29 | ... | 115·29 |
| 46 | Raipur-Dhamtari ... | 10-9-00 | | ... | ... | ... | ... | ... | 56·94 | ... | 56·94 |
| 47 | Tirupattur-Krishnagiri... | 18-9-05 | S. I. Ry. Co. | ... | ... | ... | ... | ... | 25·38 | ... | 25·38 |
| | Total ... | ... | ... | ... | ... | ... | 214·52 | ... | 895·64 | ... | 895·64 |
| | 2' 0" Gauge. *Nil.* | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | Total State lines worked by Companies. | ... | ... | ... | ... | ... | 465·08 | 9·15 | 16,806·84 | 1,761·23 | 18,568·07 |
| | | | | | | | | | | | **III.—LEASED** |
| | 5' 6" Gauge. | | | | | | | | | | |
| 48 | South Bihar | 5-7-99 | E. I. Ry. Co. | ... | ... | ... | ... | ... | 79·19 | ... | 79·19 |
| | 3' 3¾" Gauge. *Nil.* | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 2' 6" Gauge. *Nil.* | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 2' 0" Gauge. *Nil.* | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | Total Leased lines ... | ... | ... | ... | ... | ... | ... | ... | 79·19 | ... | 79·19 |
| | TOTAL PART I ... | ... | ... | ... | ... | ... | 708·14 | 70·47 | 33,354·29 | 2,556·85 | 25,911·14 |
| | | | | | | | | | | | **PART** |
| | | | | | | | | | | | ***Railways the transactions of which do*** |
| | 5' 6" Gauge. | | | | | | | | | | **IV.—DISTRICT** |
| 49 | Tenali-Repalli ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 3' 3¾" Gauge. | | | | | | | | | | |
| 50 | Bezwada-Masulipatam ... | 4-2-08 | M. & S. M. Ry. Co. | ... | ... | ... | ... | ... | 51·80 | ... | 51·80 |
| 51 | Podanur-Pollachi ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 52 | Tanjore District Board .. | 2-4-94 | S. I. Ry. Co. | ... | ... | ... | ... | ... | 103·36 | ... | 103·36 |
| | Total ... | ... | ... | ... | ... | ... | ... | ... | 155·16 | ... | 155·16 |
| | 2' 6" Gauge. *Nil.* | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 2' 0" Gauge. *Nil.* | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | Total District Boards' lines. | ... | ... | ... | ... | ... | ... | ... | 155·16 | ... | 155·16 |

## DIX 2—*contd.*

*sanctioned for construction.*

| TRACK MILEAGE OPEN ON THE 31ST MARCH 1914. | | | TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1914. | | | | | | Serial No. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Section sanctioned. | | Mileage sanctioned. | | | |
| Running track. | Sidings. | Total. | Date of sanction. | Agency for construction. | From | To | Single line. | Second, third, etc., lines, as the case may be. | | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| **I—*concld.*** | | | | | | | | | | |
| ***pass through the Government accounts.*** | | | | | | | | | | |
| **BY COMPANIES—*concld.*** | | | | | | | | | | |
| ... | ... | ... | 28-4-11 | B. B. & C. I. Ry. Co. | Broach ... | Jambusar ... | (*a*)29·78 | ... | 40 | (*a*) Work commenced. |
| 216·06 | 19·03 | 235·09 | 26-3-04 | B. N. Ry. Co. | Babupeth ... | Chanda ... | (*a*) 2·26 | ... | 41 | |
| 310·97 | 37·33 | 348·30 | 24-6-04 | B. N. Ry. Co. | Khirsadoh .. | Sirgora ... | (*b*) 8·43 | ... | 42 | (*b*) Not commenced. |
| 73·40 | 4·10 | 77·50 | ... | ... | ... | ... | ... | ... | 43 | |
| 97·60 | 7·14 | 104·74 | ... | ... | ... | ... | ... | ... | 44 | |
| 115·29 | 10·27 | 125·56 | ... | ... | ... | ... | ... | ... | 45 | |
| 56·94 | 3·50 | 60·44 | ... | ... | ... | ... | ... | ... | 46 | |
| 25·38 | 2·52 | 27·90 | ... | ... | ... | ... | ... | ... | 47 | |
| 895·64 | 83·89 | 979·53 | ... | ... | ... | ... | 40·47 | ... | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| 20,868·98 | 4,229·47 | 24,596·45 | ... | ... | ... | ... | 812·56 | 106·12 | | |
| **LINES.** | | | | | | | | | | |
| 79·19 | 8·67 | 87·86 | ... | ... | ... | ... | ... | ... | 48 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| 79·19 | 8·67 | 87·86 | ... | ... | ... | ... | ... | ... | | |
| 28,549·04 | 6,374·60 | 34,923·64 | ... | ... | ... | ... | 1,031·85 | 156·41 | | |
| **II** | | | | | | | | | | |
| ***not pass through the Government accounts.*** | | | | | | | | | | |
| **BOARDS' LINES.** | | | | | | | | | | |
| ... | ... | ... | 9-4-13 | M.&S.M.Ry.Co. | Tenali ... | Repalli ... | (*a*)21·10 | ... | 49 | |
| 51·80 | 7·08 | 58·88 | ... | ... | ... | ... | ... | ... | 50 | |
| ... | ... | ... | 19-11-12 | S. I. Ry. Co. | Podanur ... | Pollachi ... | (*a*)25·04 | ... | 51 | |
| 103·36 | 9·11 | 112·47 | 15-10-12 | S. I. Ry. Co. | Nidamangalam | Mannargudi | (*a*)8·58 | ... | 52 | |
| | | | | | Tiruturaipundi | Vedaraniem | (*b*)20·00 | ... | | |
| | | | | | | | 28·58 | | | |
| 155·16 | 16·14 | 171·30 | ... | ... | ... | ... | 53·62 | ... | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| 155·16 | 16·14 | 171·30 | ... | ... | ... | ... | 74·72 | ... | | |

# APPEN

*Details of mileage open and*

| Serial No. | Names of railways under each classification by gauges. | Date of first opening for traffic. | Agency for working. [For abbreviations used see Index to Appendix I.] | TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 15TH MARCH 1914. | | | | | ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SECTION OPENED. | | MILEAGE OPENED. | | | | |
| | | | | Date of opening. | From | To | Single line. | Second, third, etc., lines, as the case may be. | Single line. | Double, treble, etc., lines, as the case may be. | Total route mileage |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | |

## DIX 2—*contd.*

*sanctioned for construction.*

| TRACK MILEAGE OPEN ON THE 31ST MARCH 1914. | | | TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1914. | | | | | | Serial No. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Section sanctioned. | | Mileage sanctioned. | | | |
| Running track. | Sidings. | Total. | Date of sanction. | Agency for construction. | From | To | Single line. | Second, third, etc., lines, as the case may be. | | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| **II.** | | | | | | | | | | |
| ***not pass through the Government accounts.*** | | | | | | | | | | |
| **TEED BY NATIVE STATES.** | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| 10·92 | 0·41 | 11·33 | ... | ... | ... | ... | ... | ... | 53 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| 10·92 | 0·41 | 11·33 | ... | ... | ... | ... | ... | ... | | |
| **ASSISTED UNDER "REBATE" TERMS.** | | | | | | | | | | |
| 54·26 | 7·75 | 62·01 | ... | ... | ... | ... | ... | ... | 54 | |
| 102·97 | 14·72 | 117·69 | 2-6-11<br>23-10-12 | S. P. Ry. Co. | Gidarpindi<br>Jullundur... | Makhu ...<br>Nakodar | (a)10·00<br>(a)19·82<br>29·82 | ...<br>... | 55 | (a) Since opened. |
| ... | ... | ... | 13-3-14 | (b) | Jullundur... | Mukerian ... | (c)45·35 | ... | 56 | (b) Hoshiarpur Doab Branch Railways Company. |
| ... | ... | ... | 3-12-13 | N. W. Ry. | Mandra ... | Bhon ... | (d)46·50 | ... | 57 | |
| ... | ... | ... | 13-3-14 | (b) | Phagwara ... | Rahon ... | (c)28·00 | ... | 58 | (c) Not commenced. |
| ... | ... | ... | 10-10-13 | E. B. Ry... | Ishurdi ... | Serajganj ... | (d)49·20 | ... | 59 | (d) Work commenced. |
| 425·62 | 89·30 | 514·92 | ... | ... | ... | ... | ... | ... | 60 | |
| 152·04 | 16·31 | 168·35 | ... | ... | ... | ... | ... | ... | 1 | |
| 208·19 | 27·26 | 235·45 | ... | ... | ... | ... | ... | ... | 62 | |
| 155·48 | 10·17 | 165·65 | ... | ... | ... | ... | ... | ... | 63 | |
| 1,098·56 | 165·51 | 1,264·07 | ... | ... | ... | ... | 198·87 | ... | | |
| 33·54 | 2·78 | 36·32 | ... | ... | ... | ... | ... | ... | 64 | |
| 88·70 | (e) 12·07 | 100·77 | ... | ... | ... | ... | ... | ... | 65 | (e) Includes 1·63 miles of 5′ 6″ gauge sidings. |
| 55·22 | 9·97 | 65·19 | ... | ... | ... | ... | ... | ... | 66 | |
| 177·46 | 24·82 | 202·28 | ... | ... | ... | ... | ... | ... | | |
| ... | ... | ... | 2-11-12 | G. I. P. Ry. Co. | Dhond ... | Baramati ... | (a)27·33 | ... | 67 | |
| 24·00 | 1·86 | 25·86 | 13-3-12 | Guzerat Rys. Co. | Lunavada Road. | Lunavada ... | (d) 1·59 | ... | 68 | |
| ... | ... | ... | 16-10-13 | Upper Sind Light Rys. Co. | Jacobabad... | Kashmore... | (d)76·50 | ... | 69 | |
| 47·65 | 4·58 | 52·23 | ... | ... | ... | ... | ... | ... | 70 | |
| ... | ... | ... | 9-4-12 | G. I. P. Ry. Co. | Murtajapur | Yeotmal ... | (d)70·08 | ... | 71 | |
| 27·86 | 4·40 | 32·26 | ... | ... | ... | ... | ... | ... | 72 | |
| 99·51 | 10·84 | 110·35 | ... | ... | ... | ... | 175·50 | ... | | |
| 14·28 | ... | 14·28 | 6-2-13<br>6-2-13 | D.H.Ry. Co. | Motigara<br>Sivoke ... | Kissengunge<br>Teesta Bridge | (f)66·50<br>(d)17·38<br>83·88 | ...<br>... | 73 | (f) Portion since opened. |
| 1,389·81 | 201·17 | 1,590·98 | ... | ... | ... | ... | 458·25 | ... | | |

# APPEN

*-Details of mileage open and*

| Serial No. | Names of railways under each classification by gauges. | Date of first opening for traffic. | Agency for working. [For abbreviations used see Index to Appendix 1.] | TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 31ST MARCH 1914. | | | | | ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SECTION OPENED. | | MILEAGE OPENED. | | | | |
| | | | | Date of opening. | From | To | Single line. | Second, third, etc., lines, as the case may be. | Single line. | Double, treble, etc., lines, as the case may be. | Total route mileage. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | | | | | | | | | | **PART** |
| | | | | | | | | | | | ***Railways, the transactions of which do*** |
| | | | | | | | | | | | **VII.—BRANCH LINE COMPANIES' RAILWAYS** |
| | 5' 6" GAUGE. | | | | | | | | | | |
| 74 | Hardwar-Dehra ... | 1-3-00 | O. & R. Ry. | ... | ... | ... | ... | ... | 32·04 | ... | 32·04 |
| | 3' 3¾" GAUGE. | | | | | | | | | | |
| | *Nil.* | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 2' 6" GAUGE. | | | | | | | | | | |
| 75 | Burdwan-Katwa ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 2' 0" GAUGE. | | | | | | | | | | |
| | *Nil.* | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | Total Branch line Companies' railways assisted under "guarantee" terms. | ... | ... | ... | ... | ... | ... | ... | 32·04 | ... | 32·04 |
| | 5' 6" GAUGE. | | | | | | | | | | **VIII.—COMPANIES' LINES GUARANTEED** |
| 76 | Nizam's Guaranteed State | 9-10-74 | N. G. S. Ry. Co. | ... | ... | ... | ... | ... | (a)330·13 | ... | 330 13 |
| | 3' 3¾" GAUGE. | | | | | | | | | | |
| 77 | Hyderabad Godavari Valley. | 21-10-99 | N. G. S. Ry. Co. | ... | ... | ... | ... | ... | (a)390·75 | 0·38 | 391·13 |
| | 2' 6" GAUGE. | | | | | | | | | | |
| 78 | Bangalore-Chickballapur Light. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 2' 0" GAUGE. | | | | | | | | | | |
| | *Nil.* | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | Total Companies' lines guaranteed by Native States. | ... | ... | ... | ... | ... | ... | ... | 720·88 | 0·38 | 721·26 |
| | 5' 6" GAUGE. | | | | | | | | | | **IX.—ASSISTED COMPANIES' LINES SUBSIDIZED** |
| 79 | Delhi-Umballa-Kalka ... | 1-3-91 | E. I. Ry. Co. | ... | ... | ... | ... | ... | 192·12 | ... | 192·12 |
| | 3' 3¾" GAUGE. | | | | | | | | | | |
| 80 | Rohilkund and Kumaon | 12-10-84 | E. & K. Ry. Co | ... | ... | ... | ... | ... | 256·32 | ... | 256·32 |
| | 2' 6" GAUGE. | | | | | | | | | | |
| | *Nil.* | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 2' 0" GAUGE. | | | | | | | | | | |
| | *Nil.* | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | Total *Assisted* Companies' lines subsidised by the Government of India. | ... | ... | ... | ... | ... | ... | ... | 448·44 | ... | 448·44 |

## DIX 2—*contd.*

*sanctioned for construction.*

| TRACK MILEAGE OPEN ON THE 31ST MARCH 1914. | | | TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1914. | | | | | | Serial No. | REMARKS. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SECTION SANCTIONED. | | MILEAGE SANCTIONED. | | | |
| Running track. | Sidings. | Total. | Date of sanction. | Agency for construction. | From | To | Single line. | Second, third, etc., lines, as the case may be. | | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| **II—*contd.*** | | | | | | | | | | |
| ***not pass through the Government accounts.*** | | | | | | | | | | |
| **ASSISTED UNDER "GUARANTEE" TERMS.** | | | | | | | | | | |
| 32·04 | 4·47 | 36·51 | ... | ... | ... | ... | ... | ... | 74 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| ... | ... | ... | 30-12-13 | B. K. T. Ry. Co. | Burdwan ... | Katwa ... | 32·69 | ... | 75 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| 32·04 | 4·47 | 36·51 | ... | ... | ... | ... | 32·69 | ... | | |
| **BY NATIVE STATES.** | | | | | | | | | | |
| 330·13 | 44·45 | 374·58 | ... | ... | ... | ... | ... | ... | 76 | (*a*) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3″) gauge line between Hyderabad and Secunderabad over which both the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railway trains work. |
| 391·51 | 50·54 | 442·05 | ... | ... | ... | ... | ... | ... | 77 | |
| ... | ... | ... | 10-9-09 | Mysore Durbar. | Bangalore ... | Chickballapur | (*b*)37·95 | ... | 78 | (*b*) Work commenced. |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| 721·64 | 94·99 | 816·63 | ... | ... | ... | ... | 37·95 | ... | | |
| **BY THE GOVERNMENT OF INDIA.** | | | | | | | | | | |
| 192·12 | 23·94 | 216·06 | 11-9-13 | D. U. K. Ry. Co. | Panipat ... | Mile 14·81 | 14·81 | ... | 79 | |
| 256·32 | 34·77 | 291·09 | 17-6-09 | R. & K. Ry. Co. | Shahbaznagar | Shahjahanpur | (*b*)2·56 | ... | 80 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| 448·44 | 58·71 | 507·15 | ... | ... | ... | ... | 17·37 | ... | | |

# APPEN

*Details of mileage open and*

| Serial No. | Names of railways under each classification by gauges. | Date of first opening for traffic. | Agency for working. [For abbreviations used see Index to Appendix 1.] | TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 31ST MARCH 1914. | | | | | ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SECTION OPENED. | | MILEAGE OPENED. | | | | |
| | | | | Date of opening. | From | To | Single line. | Second, third, etc., lines, as the case may be. | Single line. | Double, treble, etc., lines, as the case may be. | Total route mileage. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | |

## DIX 2—*contd.*

*sanctioned for construction.*

| TRACK MILEAGE OPEN ON THE 31ST MARCH 1914. | | | TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1914. | | | | | | Serial No. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Section sanctioned. | | Mileage sanctioned. | | | |
| Running track. | Sidings. | Total. | Date of sanction. | Agency for construction. | From | To | Single line. | Second, third, etc., lines, as the case may be. | | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| II—*contd.* | | | | | | | | | | |
| ***not pass through the Government accounts.*** | | | | | | | | | | |
| **SUBSIDIZED BY LOCAL GOVERNMENTS.** | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| 86·02 | 15·02 | 101·04 | ... | ... | ... | ... | ... | ... | 81 | |
| ... | ... | ... | 6-6-11 | Arakan Flotilla Company. | Butdhidaung | Maungdaw | (a) 18·50 | ... | 82 | (a) Work commenced on 15·50 miles only. |
| 51·00 | 5·61 | 56·61 | ... | ... | ... | ... | ... | ... | 83 | |
| 137·02 | 20·63 | 157·65 | ... | ... | ... | ... | 18·50 | ... | | |
| **SUBSIDIZED BY DISTRICT BOARDS.** | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| 36·40 | 4·71 | 41·11 | ... | ... | ... | ... | ... | ... | 84 | |
| 60·50 | 4·00 | 64·50 | 8-9-13 | A. S. Lt. Ry. Co. | Sasaram ... | Tarachandi Hill. | (b) 4·06 | ... | 85 | (b) Work commenced. |
| 51·72 | 3·59 | 54·71 | ... | ... | ... | ... | ... | ... | 86 | |
| 33·00 | 1·87 | 34·87 | ... | ... | ... | ... | ... | ... | 87 | |
| 36·80 | 2·70 | 39·50 | ... | ... | ... | ... | ... | ... | 88 | |
| 20·10 | 1·11 | 21·21 | ... | ... | ... | ... | ... | ... | 89 | |
| 201·52 | 13·27 | 214·79 | ... | ... | ... | ... | 4·06 | ... | | |
| 43·87 | 4·62 | 48·49 | 20-3-02 | H. A. Lt. Ry. Co. | Autpur ... | Rajbulhat ... | (c) 3·50 | ... | 90 | (c) Not commenced. |
| 19·75 | 0·75 | 20·50 | ... | ... | ... | ... | ... | ... | 91 | |
| 63·62 | 5·37 | 68·99 | ... | ... | ... | ... | 3·50 | ... | | |
| 301·54 | 23·35 | 324·89 | ... | ... | ... | ... | 8·16 | ... | | |
| **ING LAND ONLY FROM GOVERNMENT.** | | | | | | | | | | |
| 22·21 | 3·42 | 25·63 | ... | ... | ... | ... | ... | ... | 92 | |
| 1,240·12 | 197·66 | 1,437·78 | ... | ... | ... | ... | ... | ... | 93 | |
| 1,240·12 | 197·66 | 1,437·78 | ... | ... | ... | ... | ... | ... | | |

# APPEN

*Details of mileage open and*

| Serial No. | Names of railways under each classification by gauges. | Date of first opening for traffic. | Agency for working. [For abbreviations used see Index to Appendix I.] | TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 31ST MARCH 1914. | | | | | ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SECTION OPENED. | | MILEAGE OPENED. | | | | |
| | | | | Date of opening. | From | To | Single line. | Second, third, etc., lines, as the case may be. | Single line. | Double, treble, etc., lines, as the case may be. | Total route mileage. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | | | | | | | | | | |
| | | | | | | | | | | | **PART** |
| | | | | | | | | | | | ***Railways, the transactions of which do*** |
| | 3′ 3¾″ GAUGE—*concld.* | | | | | | | | | | **XII.—ASSISTED COMPANIES' LINES RECEIV-** |
| | Brought forward ... | ... | ... | ... | ... | ... | 62·02 | ... | 1,240·12 | ... | 1,240 12 |
| 94 | Bengal Docars extensions | 20-4-00 | B. D. Ry. Co. | ... | ... | ... | ... | ... | 116·56 | ... | 116·56 |
| 95 | Mirpur Khas-Jhudo ... | 18-4-09 | J. B.Ry. | ... | ... | ... | ... | ... | 50·43 | ... | 50·43 |
| 96 | Mirpur Khas-Khadro ... | 1-1-12 | J. B.Ry. | ... | ... | ... | ... | ... | 49·50 | ... | 49·50 |
| | Total ... | ... | ... | ... | ... | ... | 62·02 | ... | 1,456·61 | ... | 1,456·61 |
| | 2′ 6″ GAUGE. | | | | | | | | | | |
| 97 | Barsi Light ... ... | 1-3-97 | B. Lt. Ry. Co. | ... | ... | ... | ... | ... | 115·84 | ... | 115·84 |
| 98 | Champaner-Shivrajpur Light. | 2-2-11 | Shivrajpur Syndicate. | ... | ... | ... | ... | ... | 20·24 | ... | 20·24 |
| 99 | Dwara-Therria Light ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 100 | Powayan Light ... | 17-6-90 | B. & K. Ry. Co. | ... | ... | ... | ... | ... | 39·50 | ... | 39·50 |
| 101 | Shahdara (Delhi)-Saharanpur Light. | 7-5-07 | S. S. Lt. Ry. Co. | ... | ... | ... | ... | ... | 92·50 | ... | 92·50 |
| | Total ... | ... | ... | ... | ... | ... | ... | ... | 268·08 | ... | 268·08 |
| | 2′ 0″ GAUGE. | | | | | | | | | | |
| 102 | Matheran Light ... | 22-3-07 | G. I. P. Ry. Co. | ... | ... | ... | ... | ... | 12·61 | ... | 12·61 |
| | Total Assisted Companies' lines receiving land only from Government. | ... | ... | ... | ... | ... | 62·02 | ... | 1,759·51 | ... | 1,759·51 |
| | 5′ 6″ GAUGE. | | | | | | | | | | **XIII.—UNASSISTED** |
| | *Nil.* | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 3′ 3¾″ GAUGE. | | | | | | | | | | |
| 103 | Ledo and Tikak-Margherita colliery. | 17-2-84 | Assam Rys. & Trading Co. | ... | ... | ... | ... | ... | 5·50 | ... | 5·50 |
| | 2′ 6″ GAUGE. | | | | | | | | | | |
| 104 | Ambaji-Taranga Light ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 105 | Dehri-Rohtas Light ... | 6-2-11 | D. R. Lt. Ry. Co. | ... | ... | ... | ... | ... | 23·83 | ... | 23·83 |
| 106 | Madaya Light ... | 10-2-12 | M. Lt. Ry. Co. | ... | ... | ... | ... | ... | 8·30 | ... | 8·30 |
| 107 | Tarkessur-Magra Light | 7-11-94 | B. P. Ry. Co. | ... | ... | ... | ... | ... | 33·27 | ... | 33·27 |
| | Total ... | ... | ... | ... | ... | ... | ... | ... | 65·40 | ... | 65·40 |
| | 2′ 0″ GAUGE. | | | | | | | | | | |
| 108 | Jagadhri Light ... | 11-3-11 | J. Lt. Ry. Co. | ... | ... | ... | ... | ... | 3·31 | ... | 3·31 |
| | Total Unassisted Companies' lines. | ... | ... | ... | ... | ... | ... | ... | 74·21 | ... | 74·21 |

## DIX 2—*contd.*

*sanctioned for construction.*

| TRACK MILEAGE OPEN ON THE 31ST MARCH 1914. | | | TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1914. | | | | | | Serial No. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Section sanctioned. | | Mileage sanctioned. | | | |
| Running track. | Sidings. | Total. | Date of sanction. | Agency for construction. | From | To | Single line. | Second, third, etc., lines, as the case may be. | | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| **II—*contd.*** | | | | | | | | | | |
| ***not pass through the Government accounts.*** | | | | | | | | | | |
| **ING LAND ONLY FROM GOVERNMENT—*concld.*** | | | | | | | | | | |
| 1,240·12 | 197·66 | 1,437·78 | ... | ... | ... | ... | ... | ... | ... | |
| 116·56 | 12·10 | 128·66 | 26-9-18 | B.D.Ry. Co. | Chalsa ... | Matolli ... | 5·31 | ... | 94 | |
| 50·43 | 2·63 | 53·06 | ... | ... | ... | ... | ... | ... | 95 | |
| 49·50 | 3·00 | 52·50 | ... | ... | ... | ... | ... | ... | 96 | |
| 1,456·61 | 215·39 | 1,672·00 | ... | ... | ... | ... | 5·31 | ... | | |
| 115·84 | 13·17 | 129·01 | 21-11-08 | B. Lt. Ry. Co. | Pandharpur station. | Pandharpur town. | (*a*) 1·36 | ... | 97 | (*a*) Work commenced. |
| 20·24 | 3·09 | 23·33 | ... | ... | ... | ... | ... | ... | 98 | |
| ... | ... | ... | 15-5-02 | Khassia Hills (Assam) Coy. Ltd. | { Dwara ... Maolong ... | Maolong ... Therria Ghat | (*a*) 13·50 (*b*) 6·00 19·50 | ... ... | 99 | |
| 39·50 | 1·25 | 40·75 | ... | ... | ... | ... | ... | ... | 100 | (*b*) Commencement of work not authorised. |
| 92·50 | 8·62 | 101·12 | 4-1-02 | S. S. Lt. Ry. Co. | Baraut ... | Meerut ... | (*c*) 30·00 | ... | 101 | (*c*) In abeyance. |
| 268·08 | 26·18 | 294·21 | ... | ... | ... | ... | 50·86 | ... | | |
| 12·61 | 1·18 | 13·79 | ... | ... | ... | ... | ... | ... | 102 | |
| 1,759·51 | 246·12 | 2,005·63 | ... | ... | ... | ... | 56·17 | ... | | |
| **COMPANIES' LINES.** | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| 5·50 | 7·66 | 13·16 | ... | ... | ... | ... | ... | ... | 103 | |
| ... | ... | ... | 8-7-11 | A. T. Lt. Ry. Co. | Baroda Frontier. | Samaia ... | (*d*) 18·00 | ... | 104 | (*d*) Work commenced on 12·00 miles only. |
| 23·83 | 2·63 | 26·46 | ... | ... | ... | ... | ... | ... | 105 | |
| 8·30 | ... | 8·30 | 13-2-06 | Madaya Tramway Co. | Madaya ... | Toungbyon | (*a*) 7·70 | ... | 106 | |
| 33·27 | 2·23 | 35·50 | ... | ... | ... | ... | ... | ... | 107 | |
| 65·40 | 4·86 | 70·26 | ... | ... | ... | ... | 25·70 | ... | | |
| 3·31 | 0·55 | 3·86 | ... | ... | ... | ... | ... | ... | 108 | |
| 74·21 | 13·07 | 87·28 | ... | ... | ... | ... | 25·70 | ... | | |

# APPEN

*Details of mileage open and*

| Serial No. | Names of railways under each classification by gauges. | Date of first opening for traffic. | Agency for working. [For abbreviations used see Index to Appendix 1.] | TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 31ST MARCH 1914. | | | | | ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Date of opening. | Section opened. From | Section opened. To | Mileage opened. Single line. | Mileage opened. Second, third, etc., lines, as the case may be. | Single line. | Double, treble, etc., lines, as the case may be. | Total route mileage. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | | | | | | | | | | **PART** |
| | | | | | | | | | | | ***Railways, the transactions of which do*** |
| | | | | | | | | | | | **XIV.—NATIVE STATE LINES** |
| | 5′ 6″ GAUGE. *Nil.* | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 3′ 3¾″ GAUGE. | | | | | | | | | | |
| 109 | Bhavnagar ... ... | 20-12-80 | Bhavnagar Durbar. | 15-5-13<br>15-9-13 | Botad ... <br>Vinchhia ... | Vinchhia ...<br>Jasdan ... | 18·41<br>15·06<br>33·47 | ...<br>... | (a) 206·31 | ... | 206·31 |
| 110 | Bikaner ... ... | 9-12-91 | J. B. Ry. ... | ... | ... | ... | ... | ... | 470·37 | ... | 470·37 |
| 111 | Dhrangadra ... ... | 1-6-98 | Bhavnagar Durbar. | ... | ... | ... | ... | ... | 20·63 | ... | 20·63 |
| 112 | Gondal-Porbandar ... | 19-1-81 | Gondal and Porbandar Durbars. | ... | ... | ... | ... | ... | (c) 148·01 | ... | 148·01 |
| 113 | Jamnagar ... ... | 8-4-97 | Jamnagar Durbar. | ... | ... | ... | ... | ... | (d) 54·22 | ... | 54·22 |
| 114 | Jetalsar-Rajkot ... | 12-4-93 | G. P. Ry. ... | ... | ... | ... | ... | ... | 46·21 | ... | 46·21 |
| 115 | Jodhpur ... ... | 24-6-82 | J. B. Ry. | 21-9-13<br>17-3-14 | Jodhpur ...<br>Osian ... | Osian ...<br>Marwar Lohawat | 34·28<br>27·22<br>61·50 | ...<br>... | 586·50 | ... | 586·50 |
| 116 | Junagad ... ... | 1-9-88 | Junagad Durbar. | 15-2-13 | Bilkha ... | Visavadar ... | 12·92 | ... | (f) 118·42 | ... | 118·42 |
| 117 | Khijadia-Dhari ... | 1-3-13 | G. P. Ry. | 1-3-13<br>10-3-14 | Khijadia ...<br>Gavadka ... | Gavadka ...<br>Chhalala ... | 16·35<br>9·18<br>25·53 | ...<br>... | 25·53 | ... | 25·53 |
| 118 | Morvi ... ... | 11-3-80 | Morvi Durbar | ... | ... | ... | ... | ... | 73·94 | ... | 73·94 |
| 119 | Mysore-Arsikere ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 120 | Okhamandal ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 121 | Udaipur-Chitorgarh ... | 1-8-95 | Udaipur Durbar. | ... | ... | ... | ... | ... | 67·30 | ... | 67·30 |
| | Total ... | ... | ... | ... | ... | ... | 133·42 | ... | 1,812·44 | ... | 1,812·44 |
| | 2′ 6″ GAUGE. | | | | | | | | | | |
| 122 | Cutch ... ... | 18-5-05 | Cutch Durbar | ... | ... | ... | ... | ... | 36·78 | ... | 36·78 |
| 123 | Dholpur-Bari ... | 24-2-08 | Dholpur Durbar. | 15-9-13 | Bari ... | Baseri ... | 8·81 | ... | 28·43 | ... | 28·43 |
| 124 | Morvi ... ... | 24-3-87 | Morvi Durbar | ... | ... | ... | ... | ... | 18·89 | ... | 18·89 |
| | Total ... | ... | ... | ... | ... | ... | 8·81 | ... | 84·10 | ... | 84·10 |
| | 2′ 0″ GAUGE. | | | | | | | | | | |
| 125 | Gwalior Light ... | 2-12-99 | Gwalior Durbar. | ... | ... | ... | ... | ... | 249·96 | ... | 249·96 |
| 126 | Pipar Road-Bhavi Light | 25-11-10 | J. B. Railway | ... | ... | ... | ... | ... | 25·25 | ... | 25·25 |
| 127 | Tarikere-Yedahalli ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | Total ... | ... | ... | ... | ... | ... | ... | ... | 275·21 | ... | 275·21 |
| | Total Native State lines worked by Native States. | ... | ... | ... | ... | ... | 142·23 | ... | 2,171·75 | ... | 2,171·75 |
| | | | | | | | | | | | **XV.—NATIVE STATE LINES** |
| | 5′ 6″ GAUGE. | | | | | | | | | | |
| 128 | Bhopal-Itarsi (Native State section). ... | 18-11-84 | G. I. P. Ry. Co. | ... | ... | ... | ... | ... | 44·49 | ... | 44·49 |
| 129 | Bhopal-Ujjain ... | 11-11-95 | | ... | ... | ... | ... | ... | 113·27 | ... | 113·27 |
| 130 | Bina-Goona-Baran ... | 23-9-95 | | ... | ... | ... | ... | ... | 145·61 | ... | 145·61 |
| 131 | Jind-Panipat (Native State section). | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 132 | Kolar Gold-fields ... | 1-6-94 | M. and S. M. Ry. Co. | ... | ... | ... | ... | ... | 9·28 | ... | 9·28 |
| 133 | Nagda-Ujjain ... | 15-7-96 | B. B. & C. I. Ry. Co. | ... | ... | ... | ... | ... | 34·32 | ... | 34·32 |
| 134 | Petlad-Cambay (Anand-Tarapur section). | 5-5-90 | B. B. & C. I. Ry. Co. | ... | ... | ... | ... | ... | 21·50 | ... | 21·50 |
| 135 | Petlad-Cambay (Tarapur-Cambay section). | 20-6-01 | | ... | ... | ... | ... | ... | 12·80 | ... | 12·80 |
| | Total ... | ... | ... | ... | ... | ... | ... | ... | 381·37 | ... | 381·37 |

## DIX 2—*contd.*

*sanctioned for construction.*

| TRACK MILEAGE OPEN ON THE 31ST MARCH 1914. | | | TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1914. | | | | | | Serial No. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Section sanctioned. | | Mileage sanctioned. | | | |
| Running track. | Sidings. | Total. | Date of sanction. | Agency for construction. | From | To | Single line. | Second, third, etc., lines, as the case may be. | | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| **II—*contd.*** | | | | | | | | | | |
| ***not pass through the Government accounts.*** | | | | | | | | | | |
| **WORKED BY NATIVE STATES.** | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 206·31 | 30·69 | 237·00 | ... | ... | ... | ... | ... | ... | 109 | (*a*) Includes 1·03 miles of Dock estate line worked for goods traffic only. |
| 470·37 | 22·02 | 492·39 | 6-3-14 | J. B. Ry. | Ratangarh... | Sardarshahr | (*b*) 28·00 | ... | 110 | (*b*) Not commenced. |
| 20·63 | 1·82 | 22·45 | 26-9-13 | Dhrangadra Durbar. | Dhrangadra | Halvad ... | (*b*) 19·60 | ... | 111 | (*c*) Includes 1·55 miles from Porbandar to Porbandar Bandar and 3·70 miles of Ranawao quarry branch worked for goods traffic only. |
| 148·01 | 17·50 | 165·51 | ... | ... | ... | ... | ... | ... | 112 | |
| 54·22 | 3·75 | 57·97 | ... | ... | ... | ... | ... | ... | 113 | (*d*) Includes 3·93 miles, from Jamnagar to Bedi Bandar worked for goods traffic only. |
| 46·21 | 4·67 | 50·88 | ... | ... | ... | ... | ... | ... | 114 | |
| 586·50 | 40·92 | 627·42 | 21-8-12 | J. B. Ry. | Marwar Lohawat. | Phalodi ... | (*e*) 18·00 | ... | 115 | (*e*) Since opened. |
| 113·42 | 11·13 | 124·55 | ... | ... | ... | ... | ... | ... | 116 | (*f*) Includes 0·25 mile of Dungarpur quarry line and 0·30 mile of Veraval Dock estate line worked for goods traffic only. |
| 25·53 | 3·97 | 29·50 | 7-2-13 | Baroda Durbar. | Chhalala ... | Dhari .. | (*g*) 11·71 | ... | 117 | |
| 73·94 | 7·83 | 81·77 | ... | ... | ... | ... | ... | ... | 118 | (*g*) Work commenced. |
| ... | ... | ... | 29-10-13 | Mysore Durbar. | Mysore ... | Arsikere ... | (*g*) 106·50 | ... | 119 | |
| ... | ... | ... | 5-6-13 | Baroda Durbar. | Kuranga ... | Arthara ... | (*g*) 37·02 | ... | 120 | |
| 67·30 | 4·85 | 72·15 | ... | ... | ... | ... | ... | ... | 121 | |
| 1,812·44 | 149·15 | 1,961·59 | ... | ... | ... | ... | 221·03 | ... | | |
| 36·78 | 2·70 | 39·48 | 20-11-13 | Cutch Durbar. | Anjar ... | Bachau ... | (*g*) 23·75 | ... | 122 | |
| 28·43 | 4·27 | 32·70 | 25-6-12 | Dholpur Durbar. | Baseri ... | Tantpur ... | (*g*) 7·81 | (*b*) 1·44 (2nd line) | 123 | |
| 18·89 | 2·70 | 21·59 | ... | ... | ... | ... | ... | ... | 124 | |
| 84·10 | 9·67 | 93·77 | ... | ... | ... | ... | 31·56 | 1·44 | | |
| 249·96 | 11·98 | 261·94 | ... | ... | ... | ... | ... | ... | 125 | |
| 25·25 | 0·63 | 25·88 | ... | ... | ... | ... | ... | ... | 126 | |
| ... | ... | ... | 25-9-13 | Mysore Durbar. | Tarikere ... | Yedahalli ... | (*g*) 25·00 | ... | 127 | |
| 275·21 | 12·61 | 287·82 | ... | ... | ... | ... | 25·00 | ... | | |
| 2,171·75 | 171·43 | 2,343·18 | ... | ... | ... | ... | 277·59 | 1·44 | | |
| **WORKED BY COMPANIES.** | | | | | | | | | | |
| 44·49 | (*h*) 25·63 | 70·12 | ... | ... | ... | ... | ... | ... | 128 | (*h*) Includes sidings on the British section, serial No. 19. |
| 113·27 | 8·97 | 122·24 | ... | ... | ... | ... | ... | ... | 129 | |
| 148·61 | 11·64 | 157·25 | ... | ... | ... | ... | ... | ... | 130 | |
| ... | ... | ... | 11-9-13 | D. U. K. Ry. Co. | 14·81 miles from Panipat. | Jind ... | 28·80 | ... | 131 | |
| 9·38 | 5·74 | 15·62 | ... | ... | ... | ... | ... | ... | 132 | |
| 34·32 | 1·06 | 35·38 | ... | ... | ... | ... | ... | ... | 133 | |
| 21·50 | 2·05 | 23·55 | ... | ... | ... | ... | ... | ... | 134 | |
| 12·30 | 3·81 | 16·11 | ... | ... | ... | ... | ... | ... | 135 | |
| 381·37 | 58·90 | 440·27 | ... | ... | ... | ... | 28·80 | ... | ... | |

# APPEN

*Details of mileage open and*

| Serial No. | Names of railways under each classification by gauges. | Date of first opening for traffic. | Agency for working. [For abbreviations used see Index to Appendix I.] | TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 31ST MARCH 1914. | | | | | ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SECTION OPENED. | | MILEAGE OPENED. | | | | |
| | | | | Date of opening. | From | To | Single line. | Second, third, etc., lines, as the case may be. | Single line. | Double, treble, etc., lines, as the case may be. | Total route mileage. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | |

## DIX 2—*contd.*

***sanctioned for construction.***

| TRACK MILEAGE OPEN ON THE 31ST MARCH 1914. | | | TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1914. | | | | | | Serial No. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Section sanctioned. | | Mileage sanctioned. | | | |
| Running track. | Sidings. | Total. | Date of sanction. | Agency for construction. | From | To | Single line. | Second, third, etc., lines, as the case may be. | | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| **II—*contd.*** | | | | | | | | | | |
| ***not pass through the Government accounts.*** | | | | | | | | | | |
| **WORKED BY COMPANIES—*concld.*** | | | | | | | | | | |
| 37·92 | 4·57 | 42·49 | ... | ... | ... | ... | ... | ... | 136 | |
| 138·00 | 15·50 | 153·50 | 15-3-12<br>15-3-12<br>14-1-13 | Baroda Durbar. | Patan ...<br>Khalipur ...<br>Wagrod ... | Kakoshi ...<br>Khakhal ...<br>Khareda ... | (a)25·01<br>(b)17·12<br>28·00<br>70·13 | ...<br>...<br>... | 137 | (a) Work is proceeding on 15 miles only.<br>(b) Not commenced. |
| 51·35 | 4·03 | 55·38 | ... | ... | ... | ... | ... | ... | 138 | |
| 50·31 | 6·52 | 56·83 | ... | ... | ... | ... | ... | ... | 139 | |
| 72·84 | (c)7·72 | 80·56 | 12-12-13 | Jaipur Durbar. | Jaipur ... | Reengus ... | (d)36·00 | ... | 140 | (c) Includes 0·22 mile of 5′ 6″ gauge.<br>(d) Work commenced. |
| 29·27 | 1·89 | 31·16 | ... | ... | ... | ... | ... | ... | 141 | |
| 15·80 | 1·09 | 16·89 | ... | ... | ... | ... | ... | ... | 142 | |
| 4·90 | 0·29 | 5·19 | ... | ... | ... | ... | ... | ... | 143 | |
| ... | ... | ... | 27-2-14 | N. G. S. Ry. Co. | Secunderabad | Gadwal ... | (d)<br>117·00 | ... | 144 | |
| 64·75 | 10·68 | 75·43 | ... | ... | ... | ... | ... | ... | 145 | |
| 58·05 | (e) | 58·05 | 1-10-13 | S. I. Ry. Co. | Quilon ... | Trivandrum | (d)39·15 | ... | 146 | (e) Included with the British section, serial No. 38. |
| 46·11 | 4·63 | 50·74 | ... | ... | ... | ... | ... | ... | 147 | |
| 569·30 | 56·92 | 626·22 | ... | ... | ... | ... | 262·28 | ... | | |
| ... | ... | ... | 5-7-11 | Baroda Durbar. | Billimora ... | Kalamba ... | (d) 35·00 | ... | 148 | |
| 141·96 | 12·22 | 154·29 | 9-4-13<br>25-2-14<br>25-2-14<br>26-3-14 | Baroda Durbar | Jarod ...<br>Motipura ...<br>Ghantoli ...<br>Masar Road | Samlaya ...<br>Tankbala ...<br>Songir ...<br>Jambusar ... | (d) 5·35<br>(d)24·67<br>(d) 2·49<br>(f) 7·22<br>39·73 | ...<br>...<br>...<br>... | 149 | (f) Not commenced. |
| 26·12 | 2·53 | 28·65 | 23-3-14 | Baroda Durbar. | Zankhvav ... | Bardipada ... | 22·57 | ... | 150 | |
| 32·41 | 1·76 | 34·17 | ... | ... | ... | ... | ... | ... | 151 | |
| 24·62 | 1·71 | 26·33 | ... | ... | ... | ... | ... | ... | 152 | |
| ... | ... | ... | 7-6-11 | Baroda Durbar. | Petlad ... | Vaso ... | (d)15·50 | ... | 153 | |
| 37·37 | 4·14 | 41·51 | ... | ... | ... | ... | ... | ... | 154 | |
| 262·50 | 22·36 | 284·86 | ... | ... | ... | ... | 112·80 | ... | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| 1,213·17 | 138·18 | 1,351·35 | ... | ... | ... | ... | 403·88 | ... | | |

# APPEN

*Details of mileage open and*

| Serial No. | Names of railways under each classification by gauges. | Date of first opening for traffic. | Agency for working. [For abbreviations used see Index to Appendix 1.] | TRACK MILEAGE (EXCLUDING SIDINGS) OPENED DURING THE 15 MONTHS ENDING 31ST MARCH 1914. | | | | | ROUTE MILEAGE OPEN ON THE 31ST MARCH 1914. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | SECTION OPENED. | | MILEAGE OPENED. | | | | |
| | | | | Date of opening. | From | To | Single line. | Second, third, etc., lines, as the case may be. | Single line. | Double, treble, etc., lines, as the case may be. | Total route mileage. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | | | | | | | | | | **PART** |
| | | | | | | | | | | | ***Railways, the transactions of which do*** |
| | | | | | | | | | | | **XVI.—NATIVE STATE LINES** |
| | 5′ 6″ GAUGE. | | | | | | | | | | |
| 155 | Jammu and Kashmir (Native State section) (a) | 15-3-90 | N. W. Ry. | ... | ... | ... | ... | ... | 16·01 | ... | 16·01 |
| 156 | Khanpur-Chachran ... | 2-7-11 | | ... | ... | ... | ... | ... | 22·02 | ... | 22·02 |
| 157 | Ludhiana-Dhuri-Jakhal | 10-4-01 | | ... | ... | ... | ... | ... | 78·65 | ... | 78·65 |
| 158 | Rajpura-Bhatinda ... | 1-11-84 | | ... | ... | ... | ... | ... | 108·04 | ... | 108·04 |
| | Total ... | ... | ... | ... | ... | ... | ... | ... | 224·72 | ... | 224·72 |
| | 3′ 3¾″ GAUGE. | | | | | | | | | | |
| 159 | Cooch Behar ... | 15-9-93 | E. B. Ry. ... | ... | ... | ... | ... | ... | 33·09 | ... | 33·09 |
| | 2′ 6″ GAUGE. | | | | | | | | | | |
| | *Nil.* | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 2′ 0″ GAUGE. | | | | | | | | | | |
| | *Nil.* | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | Total Native State lines worked by State Railway Agency. | ... | ... | ... | ... | ... | ... | ... | 257·81 | ... | 257·81 |
| | | | | | | | | | | | **XVII.—LINES IN FOREIGN** |
| | 5′ 6″ GAUGE. | | | | | | | | | | |
| | *Nil.* | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 3′ 3¾″ GAUGE. | | | | | | | | | | |
| 160 | Peralam-Karaikkal ... | 14-3-99 | S. I. Ry. Co. | ... | ... | ... | ... | ... | 14·65 | ... | 14·65 |
| 161 | Pondicherry ... | 15-12-79 | | ... | ... | ... | ... | ... | 7·85 | ... | 7·85 |
| 162 | West of India Portuguese | 17-1-87 | M. & S. M. Ry. Co. | ... | ... | ... | ... | ... | 51·10 | ... | 51·10 |
| | Total ... | ... | ... | ... | ... | ... | ... | ... | 73·60 | ... | 73·60 |
| | 2′ 6″ GAUGE. | | | | | | | | | | |
| | *Nil.* | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | 2′ 0″ GAUGE. | | | | | | | | | | |
| | *Nil.* | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | TOTAL FOREIGN LINES | ... | ... | ... | ... | ... | ... | ... | 73·60 | ... | 73·60 |
| | TOTAL PART II | ... | ... | ... | ... | ... | 464·31 | ... | 8,742·74 | 1·94 | 8,744·68 |
| | TOTAL PART I | ... | ... | ... | ... | ... | 709·14 | 70·47 | 23,354·29 | 2,556·85 | 25,911·14 |
| | GRAND TOTAL OF ALL RAILWAYS ... | ... | ... | ... | ... | ... | (b) 1,173·45 | 70·47 | 32,097·03 | 2,558·79 | 34,655·82 |

## DIX 2—*concld.*

***sanctioned for construction.***

| TRACK MILEAGE OPEN ON THE 31ST MARCH 1914. | | | TRACK MILEAGE (EXCLUDING SIDINGS) SANCTIONED OR UNDER CONSTRUCTION ON THE 31ST MARCH 1914. | | | | | | Serial No. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Section sanctioned. | | Mileage sanctioned. | | | |
| Running track. | Sidings. | Total. | Date of sanction. | Agency for construction. | From | To | Single line. | Second, third, etc., lines, as the case may be. | | |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| **II—*concld.*** | | | | | | | | | | |
| ***not pass through the Government accounts.*** | | | | | | | | | | |
| **WORKED BY STATE RAILWAY AGENCY.** | | | | | | | | | | |
| 16·01 | 1·01 | 17·02 | ... | ... | ... | ... | ... | ... | 155 | (a) The British section of this railway forms an integral portion of the North Western railway. |
| 22·02 | 3·43 | 25·45 | ... | ... | ... | ... | ... | ... | 156 | |
| 78·65 | 5·76 | 84·41 | ... | ... | ... | ... | ... | ... | 157 | |
| 108·04 | 25·07 | 133·11 | ... | ... | ... | ... | ... | ... | 158 | |
| 224·72 | 35·27 | 259·99 | ... | ... | ... | ... | ... | ... | | |
| 33·09 | 2·34 | 35·43 | ... | ... | ... | ... | ... | ... | 159 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| 257·81 | 37·61 | 295·42 | ... | ... | ... | ... | ... | ... | | |
| **TERRITORY.** | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| 14·65 | 2·13 | 16·78 | ... | ... | ... | ... | ... | ... | 160 | |
| 7·85 | 2·19 | 10·04 | ... | ... | ... | ... | ... | ... | 161 | |
| 51·10 | 15·65 | 66·75 | ... | ... | ... | ... | ... | ... | 162 | |
| 73·60 | 19·97 | 93·57 | ... | ... | ... | ... | ... | ... | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | | |
| 73·60 | 19·97 | 93·57 | ... | ... | ... | ... | ... | ... | | |
| 8,746·62 | 1,046 25 | 9,792·87 | ... | ... | ... | ... | 1,410·98 | 1·44 | | (b) This is the actual mileage opened. The *net* mileage added (*i.e.*, mileage actually opened, *plus* or minus corrections of mileage, due to realignments, remeasurements, abandonments, etc.) during the 15 months ending 31st March 1914 is 1,171·08 miles. |
| 28,519·04 | 6,374·60 | 34,923·64 | ... | ... | ... | ... | 1,031·35 | 156·41 | | |
| 37,295·66 | 7,420·85 | 44,716·51 | ... | ... | ... | ... | 2,442·33 | 157·85 | | |

# APPEN

## (i) *Capital outlay during the financial year and*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railways. | Gauge. | Capital outlay during the financial year (in thousands of rupees). | | | | Total capital outlay on final heads (excluding ferries). | |
|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | On new lines, i.e., lines under construction for which there is a *separate* grant. | On rolling-stock. | On improvement of existing lines. | Total capital outlay. | Open. | Under construction. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | | | | | | | | **PART** |
| | | | | | | | | | ***Railways, the transactions of which*** |
| | | | | | | | | | **I.—STATE LINES WORKED** |
| 3 | (a) | Eastern Bengal | 5′ 6″ | 58 | 42,82 | 64,76 | 1,08,16 | 15,52,55 | 1,79 |
| 3 | (b) | Eastern Bengal | 3′ 3¾″ & 2′ 6″ | 2,01 | 17,19 | 22,78 | 41,98 | 11,70,74 | 9,44 |
| ... | ... | Lower Ganges Bridge | 5′ 6″ | 79,34 | ... | ... | 79,34 | ... | 3,41,97 |
| 3 | (a) | North-Western, Commercial section | „ | ... | 1,61,00 | 1,20,00 | 2,81,00 | 58,18,16 | ... |
| | | „ „ Military „ | „ | ... | ... | 1,72 | 1,72 | 17,75,06 | ... |
| 3 | (c) | Jakhal-Hissar | „ | 3,20 | ... | ... | 3,20 | 27,22 | ... |
| 3 | (l) | Kalka-Simla | 2′ 6″ | ... | 4 | 73 | 77 | 1,99,25 | ... |
| 3 | (m) | Kohat-Thal | „ | ... | —37 | 5 | —32 | 48,71 | ... |
| 3 | (n) | Nowshera-Durgai | „ | ... | ... | 6 | 6 | 26,03 | ... |
| 3 | (o) | Trans-Indus (Kalabagh-Bannu) | „ | 9,47 | 89 | ... | 10,36 | 51,02 | 7,87 |
| 9 | (a) | Oudh and Rohilkhand | 5′ 6″ | ... | 32,57 | 15,88 | 48,45 | 20,32,07 | ... |
| 9 | (d) | Cawnpore-Burhwal | 3′ 3¾″ | | | | | | |
| 9 | (b) | Cawnpore-Banda | 5′ 6″ | 19,29 | ... | ... | 19,29 | 29,96 | 33,32 |
| 52 | (a) | Jorhat (Provincial) | 2′ 0″ | ... | 17 | 4 | 21 | 10,08 | ... |
| | | TOTAL | ... | 1,13,89 | 2,54,31 | 2,26,02 | 5,94,22 | 1,27,35,85 | 3,99,89 |

NOTE 1.—In this statement the figures in the column headed "Equivalent in sterling" have been calculated in the following manner:—

(i) In the case of railways purchased from the old Guaranteed Companies * the outlay since purchase, as recorded in rupees in India has been converted at Rs. 15=£1 and added to the sterling capital issued by the Companies before purchase.

* East Indian.
Eastern Bengal.
Oudh and Rohilkhand.
Sindh Punjab and Delhi (North-Western).
South Indian.
Great Indian Peninsula.
Bombay, Baroda and Central India.
Madras (now included under the Madras and Southern Mahratta and South Indian railway systems).

(ii) In the case of railways constructed from State funds as well as in the case of lines purchased † out of funds provided by the State for the construction of railways, the total expenditure as recorded in rupees in India has been converted at Rs. 15=£1.

† Nilgiri (South Indian railway).
Saganli-Raxaul (Tirhoot railway).
Brahmaputra-Sultanpur (Eastern Bengal railway).
Ranaghat-Krishnagar (Eastern Bengal railway).

(iii) In the case of Companies' lines, and those guaranteed under modern contracts ‡, branch lines and private Companies' lines, as well as Native State lines and lines in Foreign territory, if the capital was raised or advanced by the State in sterling, the sterling figures have been taken. And if it was raised or advanced in rupees the expenditure has been converted at Rs. 15=£1.

‡ Assam-Bengal.
Bengal-Nagpur.
Bengal Central (Eastern Bengal railway).
Burma.
Indian Midland.
Lucknow-Bareilly.
Mysore.
Madras and Southern Mahratta.

# DIX 3.

## *(ii) total capital outlay to end of the financial year 1913-14.*

| TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES). | | | | | | | | | | CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1). | | REMARKS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cost per mile (excluding ferries and suspense). | | Ferries, etc. | | Suspense (value of stores, etc., not finally charged off in the accounts). | | Total capital outlay (including ferries and suspense). | | Grand total. (columns 17 & 18). | | | | |
| Open (calculated on mileage in column 12 of Appendix 2). | Of single track including sidings (calculated on mileage in column 15 of Appendix 2). | Open. | Under construction. | Open. | Under construction. | Open. | Under construction. | In thousands of rupees. | Equivalent in sterling (in thousands of pounds). | Sub-head. | Main head. | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| **I.** | | | | | | | | | | | | |
| ***pass through the Government Accounts,*** | | | | | | | | | | | | |
| **BY THE STATE.** | | | | | | | | | | | | |
| 3,06 | 1,53 | 23,46 | ... | 1,12,72 | ... | 16,88,78 | 1,79 | 16,90,52 | 20,473 | (*a*) | 3 | |
| 1,11 | 90 | 40,17 | ... | 8 | 1 | 13,10,99 | 9,45 | 12,20,44 | | (*b*) | 3 | |
| ... | ... | ... | ... | ... | 16,96 | ... | 3,58,93 | 3,58,93 | 2,393 | ... | ... | |
| 1,57 | 104 | 39,83 | ... | 3,23,23 | ... | 61,81,22 | ... | 61,81,22 | | (*a*) | 3 | |
| 1,64 | 1,23 | 2,64 | ... | ... | ... | 17,77,70 | ... | 17,77,70 | | | | |
| 54 | 47 | ... | ... | 89 | ... | 28,11 | ... | 28,11 | | (*c*) | 3 | |
| 3,33 | 2,89 | ... | ... | ... | ... | 1,99,25 | ... | 1,99,25 | 58,516 | (*l*) | 8 | |
| 71 | 67 | ... | ... | ... | ... | 43,71 | ... | 43,71 | | (*m*) | 8 | |
| 65 | 56 | 28 | ... | ... | ... | 26,31 | ... | 26,31 | | (*n*) | 8 | |
| 57 | 49 | 5,39 | ... | 1,09 | 2,89 | 57,50 | 10,76 | 68,26 | | (*o*) | 6 | |
| 1,25 | 1,03 | ... | ... | 63,34 | ... | 20,95,41 | ... | 20,95,41 | 17,094 | (*a*) | 9 | |
| | | | | | | | | | | (*d*) | 9 | |
| 97 | 84 | ... | ... | ... | 56 | 29,96 | 39,38 | 69,34 | 462 | (*b*) | 9 | |
| 31 | 29 | ... | ... | 57 | ... | 10,65 | ... | 10,65 | 71 | (*a*) | 52 | |
| ... | ... | 1,11,77 | ... | 5,01,92 | 20,42 | 1,33,49,54 | 4,20,31 | 1,37,69,85 | 99,009 | | | |

NOTE 2.—The Premia paid in purchase of companies' lines are as under:—

| | £ | | Rs. |
|---|---|---|---|
| East Indian railway ... ... ... ... ... | 6,550,000 @ Rs. 15 | = £1 = | 9,82,50,000 |
| Eastern Bengal railway ... ... ... ... ... | 1,136,437 ,, | = | 1,70,46,555 |
| Sindh, Punjab and Delhi railway ... ... ... ... | 2,933,804 ,, | = | 4,40,07,060 |
| South Indian railway ... ... ... ... ... | 989,277 ,, | = | 1,48,39,155 |
| Oudh and Rohilkhand railway ... ... ... ... | 1,036,049 ,, | = | 1,55,40,735 |
| Great Indian Peninsula railway ... ... ... ... | 14,859,218 ,, | = | 22,28,88,270 |
| Bombay, Baroda and Central India railway ... ... .. | 4,135,280 ,, | = | 6,20,29,200 |
| Madras railway ... ... ... ... ... | 2,561,928 ,, | = | 3,84,28,920 |

# APPEN

## (i) *Capital outlay during the financial year and*

| Classification No. of Railway (Detailed in "Index" to Appendix I). | | Railways. | Gauge. | Capital outlay during the financial year (in thousands of rupees.) | | | | Total capital outlay on final heads (excluding ferries). | |
|---|---|---|---|---|---|---|---|---|---|
| Main-head. | Sub-head. | | | On new lines, i.e., lines under construction for which there is a separate grant. | On rolling-stock. | On improvement of existing lines. | Total capital outlay. | Open. | Under construction. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | | | | | | | | **PART** |
| | | | | | | | | | ***Railways, the transactions of which*** |
| | | | | | | | | | **II.—STATE LINES WORKED** |
| 1 | (a) | Bengal-Nagpur | 5′ 6″ | 21,76 | 58,50 | 31,67 | 1,11,93 | 32,12,12 | 8,16 |
| 1 | (b) | Gondia-Chanda | 2′ 6″ | | | | | | |
| 1 | (c) | Jubbulpore-Gondia extension | ,, | | | | | | |
| 1 | (e) | Nagpur-Chhindwara | ,, | 15,73 | 9,18 | 82 | 25,73 | 4,55,03 | 75 |
| 1 | (g) | Purulia-Ranchi | ,, | | | | | | |
| 1 | (h) | Raipur-Dhamtari | ,, | | | | | | |
| 2 | (a) | Bombay, Baroda and Central India * | 5′ 6″ | ... | 44,67 | 1,01,98 | 1,46,65 | 22,90,45 | ... |
| 2 | (f) | Bombay, Baroda and Central India | 3′ 3¾″ | ... | 10,38 | 7,71 | 18,09 | 16,26,70 | ... |
| 2 | (k) | Palanpur-Deesa | | | | | | | |
| 2 | (q) | Broach-Jambusar | 2′ 6″ | 3,43 | ... | ... | 3,43 | ... | 10,45 |
| 4 | (a) | East Indian | 5′ 6″ | 16,67 | 1,41,22 | 59,97 | 2,17,86 | 64,38,71 | 20,92 |
| 5 | (a) | Great Indian Peninsula | ,, | 29,53 | 1,01,37 | 1,80,57 | 3,11,47 | 56,12,43 | 1,21,11 |
| 5 | (b) | Agra-Delhi Chord | ,, | ... | 4 | 1,23 | 1,27 | 1,45,95 | ... |
| 5 | (c) | Baran-Kotah | ,, | ... | ... | ... | ... | 46,48 | ... |
| 5 | (d) | Bhopal-Itarsi (British section) | ,, | ... | ... | †82 | 82 | 40,23 | ... |
| 6 | (a) | Madras and Southern Mahratta | ,, | 92 | 7,32 | 16,16 | 24,40 | 17,54,30 | 92 |
| 6 | (c) | Madras and Southern Mahratta | 3′ 3¾″ | ... | 13,63 | 6,37 | 20,00 | 13,43,61 | ... |
| 6 | (f) | Dhone-Kurnool | ,, | ... | ... | 2 | 2 | 10,09 | ... |
| 6 | (j) | Mysore section (M. and S. M.) | ,, | ... | 92 | 85 | 1,77 | 1,78,92 | ... |
| | (b) | Bezwada extension | 5′ 6″ | ... | ... | 2 | 2 | 12,34 | ... |
| 10 | (a) | South Indian | ,, | ... | 19,91 | 2,18 | 22,09 | 6,83,66 | ... |
| 10 | (b) | South Indian | 3′ 3¾″ | ... | 26,07 | 40,29 | 66,36 | 9,09,42 | ... |
| 10 | (c) | Nilgiri | ,, | ... | 42 | 64 | 1,06 | 77,70 | ... |
| 10 | (j) | Morappur-Dharmapuri | 2′ 6″ | ... | 2,55 | 93 | 3,48 | 29,64 | ... |
| 10 | (k) | Tirupattur-Krishnagiri | ,, | ... | ... | ... | ... | 10,79 | ... |
| 10 | (h) | Tinnevelly-Quilon (Travancore) (British section) | 3′ 3¾″ | ... | ... | ... | ... | 44,20 | ... |
| 10 | (i) | Tinnevelly-Quilon (Travancore) (Native State section) | ,, | 50 | ... | 1 | 51 | 1,18,03 | 250 |
| | | Carried over | ... | 88,54 | 4,36,18 | 4,52,24 | 9,76,96 | 2,50,40,80 | 1,62,81 |

## DIX 3—*contd.*

### (*ii*) *total capital outlay to end of the financial year 1913-14.*

| TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES). | | | | | | | | | | CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1). | | REMARKS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cost per mile (excluding ferries and suspense). | | Ferries, etc. | | Suspense (value of stores, etc., not finally charged off in the accounts). | | Total capital outlay, (including ferries and suspense). | | Grand total. (columns 17 & 18). | | | | |
| Open (calculated on mileage in column 12 of Appendix 2). | Of single track including sidings (calculated on mileage in column 15 of Appendix 2.) | Open. | Under construction. | Open. | Under construction. | Open. | Under construction. | In thousands of rupees. | Equivalent in sterling (in thousands of pounds). | Sub-head. | Main-head. | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| I—*contd.* | | | | | | | | | | | | |
| ***pass through the Government Accounts.*** | | | | | | | | | | | | |
| **BY COMPANIES.** | | | | | | | | | | | | |
| 1,71 | 1,34 | 47,49 | ... | 1,50,94 | 3 | 34,10,55 | 8,19 | 34,18,74 | 23,628 | (*a*) | 1 | |
| | | | | | | | | | | (*b*) | 1 | |
| | | | | | | | | | | (*c*) | 1 | |
| 57 | 52 | ... | ... | ... | ... | 4,55,03 | 75 | 4,55,78 | 3,089 | (*e*) | 1 | |
| | | | | | | | | | | (*g*) | 1 | |
| | | | | | | | | | | (*h*) | 1 | |
| 2,29 | 1,52 | ... | ... | 65,65 | ... | 23,56,10 | ... | 23,56,10 | 29,043 | (*a*) | 2 | * Includes the capital outlay on the Patri branch (Rs. 8,08,405). |
| 89 | 74 | ... | ... | 54,33 | ... | 16,81,08 | ... | 16,81,08 | | (*f*) | 2 | |
| | | | | | | | | | | (*k*) | 2 | |
| ... | ... | ... | ... | ... | ... | ... | 10,45 | 10,45 | 70 | (*g*) | 2 | |
| 2,66 | 1,58 | 19,80 | ... | 1,90,91 | 10 | 66,49,42 | 21,02 | 66,70,44 | 52,662 | (*a*) | 4 | |
| 2,26 | 1,49 | ... | ... | 2,15,69 | ... | 58,26,12 | 1,21,11 | 59,49,23 | 47,774 | (*a*) | 5 | |
| 1,16 | 82 | ... | ... | ... | ... | 1,45,95 | ... | 1,45,95 | 973 | (*b*) | 5 | |
| 1,15 | 1,06 | ... | ... | ... | ... | 46,48 | ... | 46,48 | 310 | (*c*) | 5 | |
| 3,31 | ... | ... | ... | ... | ... | 40,23 | ... | 40,23 | 268 | (*d*) | 5 | † Includes the expenditure on Native State section also. |
| 1,70 | 1,37 | ... | ... | 71,61 | ... | 18,25,91 | 92 | 18,26,83 | 24,307 | (*a*) | 6 | |
| 88 | 79 | ... | ... | 34,53 | ... | 13,78,14 | ... | 13,78,14 | | (*c*) | 6 | |
| 32 | 29 | ... | ... | ... | ... | 10,09 | ... | 10,09 | 67 | (*f*) | 6 | |
| 60 | 55 | ... | ... | 8,89 | ... | 1,87,81 | ... | 1,87,81 | 1,385 | (*j*) | 6 | |
| 57 | 55 | ... | ... | ... | ... | 12,34 | ... | 12,34 | 82 | (*b*) | 7 | |
| 1,53 | 1,32 | ... | ... | 18,08 | ... | 7,01,74 | ... | 7,01,74 | | (*a*) | 10 | |
| 1,03 | 88 | 26,11 | ... | 66,50 | ... | 10,02,03 | ... | 10,02,03 | | (*b*) | 10 | |
| 2,68 | 2,35 | ... | ... | 3,49 | ... | 81,19 | ... | 81,19 | 14,417 | (*c*) | 10 | |
| 40 | 38 | ... | ... | 68 | ... | 30,32 | ... | 30,32 | | (*j*) | 10 | |
| 43 | 39 | ... | ... | 34 | ... | 11,13 | ... | 11,13 | | (*k*) | 10 | |
| 87 | ... | ... | ... | ... | ... | 44,20 | ... | 44,20 | 1,065 | (*h*) | 10 | |
| 2,03 | ... | 21 | ... | ... | ... | 1,18,24 | 50 | 1,18,74 | | (*i*) | 10 | ‡ Outlay supplied by Native State. |
| ... | ... | 93,61 | ... | 8,81,64 | 13 | 2,60,16,05 | 1,62,94 | 2,61,78,99 | 199,110 | | | |

*(i) Capital outlay during the financial year and*

| Classification No. of railway (Detailed in "Index" to Appendix 1). | | Railways. | Gauge. | Capital outlay during the financial year (in thousands of rupees). | | | | Total capital outlay on final heads (excluding ferries). | |
|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | On new lines, *i.e.*, lines under construction for which there is a separate grant. | On rolling-stock. | On improvement of existing lines. | Total capital outlay. | Open. | Under construction. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | | | | | | | | **PART** |
| | | | | | | | | | ***Railways, the transactions of which*** |
| | | | | | | | | | **II.—STATE LINES WORKED** |
| | | Brought forward | ... | 88,54 | 4,36,18 | 4,52,24 | 9,76,96 | 2,30,40,80 | 1,62,81 |
| 11 | (a) | Assam-Bengal | 3′ 3⅜″ | 27,42 | 11,30 | 6,36 | 45,08 | 14,18,77 | 52,60 |
| 12 | (b) | Tirhoot | ,, | 5,60 | 11,41 | 2,85 | 19,86 | 7,56,71 | 19,36 |
| 15 | (a) | Burma | ,, | ... | 9,10 | 22,82 | 31,92 | 16,67,34 | ... |
| 15 | (b) | Burma extensions | ,, | —1 | ... | 43 | 42 | 2,17,56 | 26 |
| 15 | (c) | Southern Shan States | ,, | 35,11 | 3,40 | ... | 38,51 | 41,27 | 97,92 |
| 19 | (c) | Jodhpur-Hyderabad (British section) | ,, | ... | ... | 1,52 | 1,52 | 43,41 | ... |
| 24 | (b) | Lucknow-Bareilly | ,, | 61 | 3,52 | 3,98 | 8,11 | 1,82,59 | 3,34 |
| | | TOTAL | ... | 1,57,27 | 4,74,91 | 4,90,20 | 11,22,38 | 2,93,68,47 | 3,32,19 |
| | | | | | | | | | **III.—LEASED** |
| 4 | (c) | South Bihar | 5′ 6″ | ... | ... | ... | ... | 1,19,77 | ... |
| | | UNCLASSIFIED EXPENDITURE | ... | ... | ... | ... | ... | ... | ... |
| | | TOTAL, PART I | ... | 2,71,16 | 7,29,22 | 7,16,22 | 17,16,60 | 4,24,24,09 | 7,32,08 |
| | | | | | | | | | **PART** |
| | | | | | | | | | ***Railways, the transactions of which*** |
| | | | | | | | | | **IV.—DISTRICT** |
| 6 | (m) | Tenali-Repalli | 5′ 6″ | 56 | ... | ... | 56 | ... | 56 |
| 6 | (d) | Bezwada-Masulipatam | 3′ 3⅜″ | ... | ... | 5 | 5 | 22,74 | ... |
| 10 | (g) | Tanjore District Board | ,, | 1,53 | ... | 32 | 1,85 | 49,33 | 1,53 |
| 10 | (l) | Podanur-Pollachi | ,, | 49 | ... | ... | 49 | ... | 49 |
| | | TOTAL | ... | 2,58 | ... | 37 | 2,95 | 71,27 | 2,58 |
| | | | | | | | | | **V.—DISTRICT BOARD'S LINE** |
| 31 | (a) | Bowringpet-Kolar | 2′ 6″ | 2,04 | 78 | ... | 2,82 | 2,82 | ... |
| | | TOTAL | ... | 2,04 | 78 | ... | 2,82 | 2,82 | ... |

## DIX 3—*contd.*

### (*ii*) *total capital outlay to end of the financial year 1913-14.*

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES).

| Cost per mile (excluding ferries and suspense). | | Ferries, etc. | | Suspense (value of stores, etc., not finally charged off in the accounts). | | Total capital outlay (including ferries and suspense). | | Grand total (columns 17 and 18). | | CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1). | | REMARKS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Open (calculated on mileage in column 12 of Appendix 2). | Of single track, including sidings (calculated on mileage in column 15 of Appendix 2). | Open. | Under construction. | Open. | Under construction. | Open. | Under construction. | In thousands of rupees. | Equivalent in sterling (in thousands of pounds). | Sub-head. | Main head. | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| **I**—*concld.* | | | | | | | | | | | | |
| ***pass through the Government Accounts.*** | | | | | | | | | | | | |
| **BY COMPANIES**—*concld.* | | | | | | | | | | | | |
| ... | ... | 93,61 | ... | 8,81,64 | 13 | 2,60,16,05 | 1,62,94 | 2,61,78,99 | 199,110 | | | |
| 1,75 | 1,49 | 59,63 | 10,04 | 21,72 | 1,46 | 15,90,12 | 70,10 | 15,70,22 | 10,306 | (*a*) | 11 | |
| 96 | 80 | 11,78 | ... | 19,52 | 59 | 7,88,01 | 19,85 | 8,07,86 | 5,386 | (*b*) | 12 | |
| 1,24 | 95 | 17,63 | ... | 63,47 | ... | 17,48,44 | ... | 17,48,44 | 13,766 | (*a*) | 15 | |
| 1,16 | 97 | 2,41 | ... | ... | ... | 2,19,99 | 26 | 2,20,25 | | (*b*) | 15 | |
| 1,79 | 1,65 | ... | ... | ... | 3,77 | 41,27 | 91,69 | 1,32,96 | | (*c*) | 15 | |
| 35 | 31 | 26 | ... | 5 | ... | 43,72 | ... | 43,72 | 291 | (*c*) | 19 | |
| 61 | 53 | ... | ... | 5,93 | 4 | 1,88,52 | 3,38 | *1,91,90 | 1,305 | (*b*) | 24 | |
| ... | ... | 1,85,32 | 10,04 | 9,92,33 | 5,99 | 3,05,46,12 | 3,48,22 | 3,08,94,34 | 230,164 | | | |
| **LINES.** | | | | | | | | | | | | |
| 1,51 | 1,36 | ... | ... | ... | ... | 1,19,77 | ... | 1,19,77 | 798 | (*c*) | 4 | |
| ... | ... | ... | ... | ... | ... | ... | ... | 79,34 | 528 | | | |
| ... | ... | 2,97,09 | 10,04 | 14,94,25 | 26,41 | 4,40,15,43 | 7,68,53 | 4,48,63,30 | 330,499 | | | |
| **II.** | | | | | | | | | | | | |
| ***do not pass through the Government accounts.*** | | | | | | | | | | | | |
| **BOARDS' LINES.** | | | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | 56 | 56 | 4 | (*m*) | 6 | |
| 43 | 37 | ... | ... | ... | ... | 22,04 | ... | 22,04 | 147 | (*d*) | 6 | |
| 48 | 44 | ... | ... | ... | 1,33 | 49,23 | 2,86 | 52,09 | 347 | (*g*) | 10 | |
| ... | ... | ... | ... | ... | ... | ... | 49 | 49 | 3 | (*l*) | 10 | |
| ... | ... | ... | ... | ... | 1,33 | 71,27 | 3,91 | 75,18 | 501 | | | |
| **GUARANTEED BY NATIVE STATE.** | | | | | | | | | | | | |
| 26 | 25 | ... | ... | 14 | ... | 2,96 | ... | 2,96 | 20 | (*a*) | 31 | |
| ... | ... | ... | ... | 14 | ... | 2,96 | ... | 2,96 | 20 | | | |

* Includes the outlay of Rs. 63,03 thousand or £420 thousand on State works incurred from the joint debenture stock.

*(i) Capital outlay during the financial year and*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railways. | Gauge. | Capital outlay during the financial year (in thousands of rupees). | | | | Total capital outlay on final heads (excluding ferries). | |
|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | On new lines, i.e., lines under construction for which there is a separate grant. | On rolling-stock. | On improvement of existing lines. | Total capital outlay. | Open. | Under construction. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | | | | | | | | **PART** |
| | | | | | | | | | *Railways, the transactions of which do* |
| | | | | | | | | | **VI.—BRANCH LINE COMPANIES' RAILWAYS** |
| 2 | (e) | Tapti Valley | 5′ 6″ | ... | ... | 4 | 4 | 1,31,47 | ... |
| 2 | (g) | Ahmedabad-Dholka | 3′ 3½″ | ... | ... | ... | ... | 11,17 | ... |
| 2 | (h) | Ahmedabad-Parantij | ,, | ... | ... | 25 | 25 | 37,39 | ... |
| 3 | (c) | Sara-Serajganj | 5′ 6″ | 1,94 | ... | ... | 1,94 | ... | 1,94 |
| 3 | (d) | Mymensingh-Jamalpur-Jagannathganj | 3′ 3½″ | ... | ... | —7 | —7 | 26,39 | ... |
| 5 | (i) | Dhond-Baramati | 2′ 6″ | 7,27 | 1,00 | ... | 8,27 | ... | 9,26 |
| 5 | (g) | Murtajapur-Ellichpur | ,, | ... | 61 | 3,28 | 3,89 | 24,55 | ... |
| 5 | (j) | Murtajapur-Yeotmal | ,, | 13,46 | 2,57 | ... | 16,03 | ... | 21,62 |
| 8 | (b) | Amritsar-Patti | 5′ 6″ | ... | ... | 70 | 70 | 29,56 | ... |
| 8 | (e) | Jullundur-Doab | ,, | 28,06 | ... | ... | 28,06 | 83,41 | 46,78 |
| 8 | (g) | Mandra-Bhon | ,, | 3,08 | ... | ... | 3,08 | ... | 3,08 |
| 8 | (f) | Southern Punjab | ,, | ... | ... | 6,75 | 6,75 | 2,56,22 | ... |
| 8 | (j) | Southern Punjab, "Ludhiana" extension | ,, | ... | ... | 1,70 | 1,70 | 91,36 | ... |
| 8 | (k) | Sutlej Valley | ,, | ... | ... | 41 | 41 | 1,52,74 | ... |
| 8 | (e) | Jacobabad-Kashmore | 2′ 6″ | 10,82 | ... | ... | 10,82 | ... | 10,82 |
| 40 | (a) | Godhra-Lunavada | ,, | ... | 1,40 | 5,61 | 7,01 | 10,82 | ... |
| 43 | (a) | Nadiad-Kapadvanj | ,, | ... | 64 | 2,86 | 3,50 | 11,46 | ... |
| 47 | (b) | Darjeeling-Himalayan extensions | 2′ 0″ | 22,92 | ... | ... | 22,92 | 3,96 | 18,96 |
| | | Total | ... | 87,55 | 6,22 | 21,53 | 1,15,30 | 6,70,50 | 1,12,41 |
| | | | | | | | | | **VII.—BRANCH LINE COMPANIES' RAILWAYS** |
| 9 | (c) | Hardwar-Dehra | 5′ 6″ | ... | ... | 4 | 4 | 30,22 | ... |
| 33 | (a) | Burdwan-Katwa | 2′ 6″ | 1,22 | ... | ... | 1,22 | ... | 1,22 |
| | | Total | ... | 1,22 | ... | 4 | 1,26 | 30,22 | 1,22 |
| | | | | | | | | | **VIII.—COMPANIES' LINES GUARAN** |
| 7 | (a) | Nizam's Guaranteed State | 5′ 6″ | ... | 21,74 | 7,90 | 29,64 | 4,92,04 | ... |
| 7 | (d) | Hyderabad-Godavari Valley | 3′ 3½″ | ... | 1,62 | 3,90 | 5,52 | 2,97,81 | ... |
| 28 | (a) | Bangalore-Chickballapur Light | 2′ 6″ | 90 | ... | ... | 90 | ... | 90 |
| | | Total | ... | 90 | 23,36 | 11,80 | 36,06 | 7,89,85 | 90 |

# DIX 3—*contd.*

## (ii) *total capital outlay to end of the financial year 1913-14.*

| TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES). | | | | | | | | | | CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1). | | REMARKS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cost per mile (excluding ferries and suspense). | | Ferries, etc. | | Suspense (value of stores, etc., not finally charged off in the accounts). | | Total capital outlay, (including ferries and suspense). | | Grand total (columns 17& 18). | | | | |
| Open (calculated on mileage in column 12 of Appendix 2). | Of single track, including sidings (calculated on mileage in column 15 of Appendix 2). | Open. | Under construction. | Open. | Under construction. | Open. | Under construction. | In thousands of rupees. | Equivalent in sterling (in thousands of pounds). | Sub-head. | Main head. | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| **II—*contd.*** | | | | | | | | | | | | |
| ***not pass through the Government accounts.*** | | | | | | | | | | | | |
| **ASSISTED UNDER "REBATE" TERMS.** | | | | | | | | | | | | |
| 85 | 79 | ... | ... | ... | ... | 1,31,47 | ... | 1,31,47 | 876 | (e) | 2 | |
| 33 | 31 | ... | ... | ... | ... | 11,17 | ... | 11,17 | 74 | (g) | 2 | |
| 42 | 37 | ... | ... | ... | ... | 37,09 | ... | 37,09 | 247 | (h) | 2 | |
| ... | ... | ... | ... | ... | 2,99 | ... | 4,93 | 4,93 | 33 | (e) | 3 | |
| 40 | 40 | ... | ... | ... | ... | 26,39 | ... | 26,39 | 176 | (d) | 3 | |
| ... | ... | ... | ... | ... | 36 | ... | 9,62 | 9,62 | 64 | (i) | 5 | |
| 51 | 47 | ... | ... | 1 | ... | 24,36 | ... | 24,36 | 162 | (g) | 5 | |
| ... | ... | ... | ... | ... | 3,89 | ... | 25,01 | 25,01 | 167 | (j) | 5 | |
| 54 | 48 | ... | ... | ... | ... | 29,56 | ... | 29,56 | 197 | (b) | 8 | |
| 81 | 71 | ... | ... | ... | 2,35 | 83,41 | 49,08 | 1,32,49 | 883 | (e) | 8 | |
| ... | ... | ... | ... | ... | 48 | ... | 3,51 | 3,51 | 23 | (q) | 8 | |
| 60 | 50 | ... | ... | ... | ... | 2,56,22 | ... | 2,56,22 | 1,572 | (i) | 8 | |
| 60 | 55 | ... | ... | ... | ... | 91,86 | ... | 91,86 | 613 | (j) | 8 | |
| 73 | 65 | ... | ... | ... | ... | 1,52,74 | ... | 1,52,74 | 1,018 | (k) | 8 | |
| ... | ... | ... | ... | ... | ... | ... | 10,82 | 10,82 | 72 | (e) | 8 | |
| 45 | 42 | ... | ... | 58 | ... | 11,40 | ... | 11,40 | 76 | (a) | 40 | |
| 41 | 36 | ... | ... | 1,04 | ... | 12,50 | ... | 12,50 | 83 | (a) | 43 | |
| 28 | ... | ... | ... | ... | ... | 3,96 | 18,96 | 22,92 | 153 | (b) | 47 | |
| ... | ... | ... | ... | 1,63 | 9,52 | 8,72,13 | 1,21,93 | 9,94,06 | 6,489 | | | |
| **ASSISTED UNDER "GUARANTEE" TERMS.** | | | | | | | | | | | | |
| 94 | 83 | ... | ... | ... | ... | 30,22 | ... | 30,22 | 202 | (c) | 9 | |
| ... | ... | ... | ... | ... | ... | ... | 1,22 | 1,22 | 8 | (a) | 33 | |
| ... | ... | ... | ... | ... | ... | 30,22 | 1,22 | 31,44 | 210 | | | |
| **TEED BY NATIVE STATES.** | | | | | | | | | | | | |
| 1,49 | 1,31 | ... | ... | 17,55 | ... | 5,09,59 | ... | 5,09,59 | 3,877 | (a) | 7 | |
| 76 | 67 | ... | ... | 7,11 | ... | 3,04,92 | ... | 3,04,92 | 2,015 | (d) | 7 | |
| ... | ... | ... | ... | ... | 2,41 | ... | 3,31 | 3,31 | 22 | (a) | 28 | |
| ... | ... | ... | ... | 24,66 | 2,41 | 8,14,51 | 3,31 | 8,17,82 | 5,914 | | | |

(i) *Capital outlay during the financial year and*

| Classification No. of railway (Detailed in "Index" to Appendix I). | | Railways. | Gauge. | Capital outlay during the Financial year (in thousands of rupees). | | | | Total capital outlay on final heads (excluding ferries). | |
|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | On new lines, i.e., lines under construction for which there is a separate grant. | On rolling-stock. | On improvement of existing lines. | Total capital outlay. | Open. | Under construction. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | | | | | | | | PART |
| | | | | *Railways, the transactions of which do* | | | | | |
| | | | | IX.—ASSISTED COMPANIES' LINES SUBSIDIZED | | | | | |
| 4 | (b) | Delhi-Umballa-Kalka | 5′ 6″ | 31 | ... | 66 | 97 | 1,80,01 | 31 |
| 24 | (a) | Rohilkund and Kumaon | 3′ 3⅜″ | ... | 4,94 | 97 | 5,91 | 1,67,22 | ... |
| | | Total | ... | 31 | 4,94 | 1,63 | 6,88 | 3,47,23 | 31 |
| | | | | X.—ASSISTED COMPANIES' LINES SUBSIDIZED | | | | | |
| 16 | (a) | Dibru-Sadiya | 3′ 3⅜″ | ... | 1,01 | 2,11 | 3,12 | 1,07,37 | ... |
| 34 | (a) | Buthidaung-Maungdaw | 2′ 6″ | 4,30 | 1,16 | ... | 5,46 | ... | 8,46 |
| 47 | (a) | Darjeeling-Himalayan | 2′ 0″ | ... | 33 | 25 | 58 | 37,73 | ... |
| | | Total | ... | 4,30 | 2,50 | 2,36 | 9,16 | 1,45,70 | 8,46 |
| | | | | XI.—ASSISTED COMPANIES' LINES SUBSIDIZED | | | | | |
| 13 | (a) | Bengal Dooars | 3′ 3⅜″ | ... | ... | 12 | 12 | 30,27 | ... |
| 27 | (a) | Arrah-Sasaram Light | 2′ 6″ | 19 | ... | ... | 19 | 21,99 | 19 |
| 29 | (a) | Barasat-Basirhat Light | ,, | ... | 29 | 28 | 57 | 23,60 | ... |
| 32 | (a) | Bukhtiarpore-Bihar Light | ,, | ... | 7 | 5 | 12 | 12,61 | ... |
| 41 | (a) | Jessore-Jhenidah Light | ,, | ... | 1,26 | ... | 1,26 | 12,34 | ... |
| 46 | (a) | Tezpore-Balipara Light | ,, | ... | ... | ... | ... | 4,87 | ... |
| 49 | (a) | Howrah-Amta Light | 2′ 0″ | ... | 1,30 | 39 | 1,69 | 23,88 | ... |
| 50 | (a) | Howrah-Sheakhala Light | ,, | ... | 33 | 8 | 41 | 6,90 | ... |
| | | Total | ... | 19 | 3,25 | 92 | 4,36 | 1,35,46 | 19 |
| | | | | XII.—ASSISTED COMPANIES' LINES RECEIVING | | | | | |
| 4 | (d) | Tarkessur | 5′ 6″ | ... | ... | ... | ... | 18,06 | ... |
| 5 | (h) | Matheran Light | 2′ 0″ | ... | ... | ... | ... | 11,39 | ... |
| 12 | (a) | Bengal and North-Western | 3′ 3⅜″ | —21,91 | 4,65 | 33,86 | 16,60 | 9,57,54 | 89 |
| 13 | (b) | Bengal Dooars extensions | ,, | 18 | ... | 23 | 41 | 93,10 | 18 |
| 19 | (d) | Mirpur Khas-Jhudo | ,, | ... | ... | 2 | 2 | 7,24 | ... |
| 19 | (e) | Mirpur Khas-Khadro | ,, | ... | ... | ... | ... | 8,23 | ... |
| 24 | (c) | Powayan Light | 2′ 6″ | ... | ... | ... | ... | 8,95 | ... |
| 30 | (a) | Barsi Light | ,, | 49 | ... | 87 | 1,36 | 69,73 | 49 |
| 35 | (a) | Champaner-Shivrajpur Light | ,, | ... | 4 | 4 | 8 | 8,95 | ... |
| 39 | (a) | Dwara-Therria Light | ,, | ... | ... | ... | ... | ... | 4,61 |
| 44 | (a) | Shahdara (Delhi)-Saharanpur Light | ,, | ... | 55 | 9 | 64 | 42,91 | ... |
| | | Total | ... | —21,24 | 5,24 | 35,11 | 19,11 | 12,26,09 | 6,17 |

## DIX 3—*contd.*

### (*ii*) *total capital outlay to end of the financial year 1913-14.*

| TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES). | | | | | | | | | | CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1). | | REMARKS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cost per mile (excluding ferries and suspense). | | Ferries, etc. | | Suspense (value of stores, etc., not finally charged off in the accounts). | | Total capital outlay, (including ferries and suspense.) | | Grand total (columns 17 & 18). | | | | |
| Open (calculated on mileage in column 12 of Appendix 2). | Of single track, including sidings (calculated on mileage in column 15 of Appendix 2). | Open. | Under construction. | Open. | Under construction. | Open. | Under construction. | In thousands of rupees. | Equivalent in sterling (in thousands of pounds). | Sub-head. | Main head. | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| **II—*contd.*** | | | | | | | | | | | | |
| ***not pass through the Government accounts.*** | | | | | | | | | | | | |
| **BY THE GOVERNMENT OF INDIA.** | | | | | | | | | | | | |
| 94 | 83 | ... | ... | ... | ... | 1,80,01 | 31 | 1,80,32 | 1,202 | (*b*) | 4 | |
| 65 | 57 | ... | ... | 52 | ... | 1,67,74 | ... | 1,67,74 | 1,152 | (*a*) | 24 | |
| ... | ... | ... | ... | 52 | ... | 3,47,75 | 31 | 3,48,06 | 2,354 | | | |
| **BY LOCAL GOVERNMENTS.** | | | | | | | | | | | | |
| 1,26 | 1,07 | 23 | ... | 1,50 | ... | 1,09,70 | ... | 1,09,70 | 731 | (*b*) | 16 | |
| ... | ... | ... | ... | ... | 49 | ... | 8,95 | 8,95 | 60 | (*a*) | 34 | |
| 74 | 67 | ... | ... | 3,03 | ... | 40,76 | ... | 40,76 | 272 | (*a*) | 47 | |
| ... | ... | 23 | ... | 4,53 | 49 | 1,50,46 | 8,95 | 1,59,41 | 1,063 | | | |
| **BY DISTRICT BOARDS.** | | | | | | | | | | | | |
| 83 | 73 | 1,35 | ... | 42 | ... | 32,04 | ... | 32,04 | 207 | (*a*) | 13 | |
| 36 | 34 | ... | ... | 14 | ... | 22,13 | 19 | 22,32 | 149 | (*a*) | 27 | |
| 44 | 41 | ... | ... | 48 | ... | 23,08 | ... | 23,08 | 154 | (*a*) | 29 | |
| 38 | 36 | ... | ... | 50 | ... | 13,11 | ... | 13,11 | 87 | (*a*) | 32 | |
| 34 | 31 | ... | ... | ... | ... | 12,34 | ... | 12,34 | 82 | (*a*) | 41 | |
| 24 | 23 | ... | ... | ... | ... | 4,87 | ... | 4,87 | 32 | (*a*) | 46 | |
| 54 | 49 | ... | ... | 1,73 | ... | 25,61 | ... | 25,61 | 171 | (*a*) | 49 | |
| 35 | 34 | ... | ... | 28 | ... | 7,18 | ... | 7,18 | 48 | (*a*) | 50 | |
| ... | ... | 1,35 | ... | 3,55 | ... | 1,40,36 | 19 | 1,40,55 | 930 | | | |
| **LAND ONLY FROM GOVERNMENT.** | | | | | | | | | | | | |
| 81 | 70 | ... | ... | ... | ... | 18,06 | ... | 18,06 | 120 | (*d*) | 4 | |
| 90 | 83 | ... | ... | ... | ... | 11,39 | ... | 11,39 | 76 | (*h*) | 5 | |
| 77 | 67 | 24,06 | ... | 6,89 | 15 | 9,88,49 | 1,04 | 9,89,53 | 6,849 | (*a*) | 12 | |
| 80 | 72 | ... | ... | 2,28 | ... | 95,38 | 18 | 95,56 | 638 | (*b*) | 13 | |
| 14 | 14 | ... | ... | ... | ... | 7,24 | ... | 7,24 | 48 | (*d*) | 19 | |
| 17 | 16 | ... | ... | ... | ... | 8,22 | ... | 8,22 | 55 | (*e*) | 19 | |
| 23 | 23 | ... | ... | ... | ... | *8,95 | ... | 8,95 | 60 | (*c*) | 24 | |
| 60 | 54 | ... | ... | 1,25 | ... | 70,98 | 49 | 71,47 | 476 | (*a*) | 30 | |
| 44 | 38 | ... | ... | 44 | ... | 9,39 | ... | 9,39 | 63 | (*a*) | 35 | |
| ... | ... | ... | ... | ... | 4,84 | ... | †9,45 | †9,45 | 63 | (*a*) | 39 | |
| 46 | 42 | ... | ... | 52 | ... | 43,43 | ... | 43,43 | 290 | (*a*) | 44 | |
| ... | ... | 24,06 | ... | 11,38 | 4,99 | 12,61,53 | 11,16 | 12,72,69 | 8,738 | | | |

* Includes an expenditure of Rs. 6,18,993 incurred prior to the transfer of the working of the line to the Rohilkund and Kumaon Railway Company.

† The expenditure is only up to the 31st December 1913.

# APPEN

## (i) *Capital outlay during the financial year and*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railways. | Gauge. | Capital outlay during the financial year (in thousands of rupees). | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | On new lines, i.e., lines under construction for which there is a separate grant. | On rolling-stock. | On improvement of existing lines. | Total capital outlay. | Total capital outlay on final heads (excluding ferries). | |
| Main head. | Sub-head. | | | | | | | Open | Under construction. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | | | | | | | | **PART** |
| | | | | | | | | | ***Railways, the transactions of which do*** |
| | | | | | | | | | **XIII.—UNASSISTED** |
| 16 | (b) | Ledo and Tikak-Margherita Colliery | 3′ 3⅜″ | ... | ... | ... | ... | 16,94 | ... |
| 26 | (a) | Ambaji-Taranga Light | 2′ 6″ | 1,67 | 22 | ... | 1,89 | ... | 3,08 |
| 37 | (a) | Dehri-Rohtas Light | ,, | ... | ... | 2 | 2 | 5,74 | ... |
| 42 | (a) | Madaya Light | ,, | Information not furnished | | | ... | ... | ... |
| 45 | (a) | Tarkessur-Magra Light | ,, | ... | ... | 5 | 5 | 11,24 | ... |
| 51 | (a) | Jagadhri Light | 2′ 0″ | ... | ... | 3 | 3 | 1,11 | ... |
| | | Total | ... | 1,67 | 22 | 10 | 1,99 | 35,03 | 3,08 |
| | | | | | | | | | **XV.—NATIVE STATE LINES WORKED** |
| 14 | (a) | Bhavnagar | 3′ 3⅜″ | 3,03 | 67 | 69 | 4,39 | 1,09,97 | ... |
| 14 | (b) | Dhrangadra | ,, | ... | ... | —4 | —4 | 5,81 | ... |
| 17 | (a) | Gondal-Porbandar | ,, | ... | 50 | 61 | 1,11 | 68,21 | ... |
| 17 | (b) | Jetalsar-Rajkot | ,, | ... | ... | 1 | 1 | 16,20 | ... |
| 17 | (c) | Khijadia-Dhari | ,, | 2,72 | ... | 63 | 3,35 | 10,56 | 1,87 |
| 18 | (a) | Jamnagar | ,, | ... | ... | ... | ... | 23,22 | ... |
| 19 | (a) | Jodhpur | ,, | 2,24 | 8,89 | 9,68 | 20,81 | 1,72,94 | 2,38 |
| 19 | (b) | Bikaner | ,, | 7 | 2,31 | 1,77 | 4,15 | 1,10,25 | 7 |
| 20 | (a) | Junagad | ,, | 7 | 63 | 97 | 1,67 | 56,18 | 7 |
| 21 | (a) | Morvi (including 2′ 6″ gauge) | ,, | ... | 44 | 45 | 89 | 50,94 | ... |
| 22 | (a) | Mysore-Arsikeri | ,, | 84 | ... | ... | 84 | ... | 84 |
| 23 | (a) | Okhamandal | ,, | 1,79 | ... | ... | 1,79 | ... | 1,79 |
| 25 | (a) | Udaipur-Chitorgarh | ,, | ... | 1 | 27 | 28 | 22,34 | ... |
| 36 | (a) | Cutch | 2′ 6″ | ... | ... | 2 | 2 | 10,52 | ... |
| 38 | (a) | Dholpur-Bari | ,, | 2,14 | 1 | 5 | 2,20 | 7,59 | 3,15 |
| 48 | (a) | Gwalior Light | 2′ 0″ | ... | 88 | 55 | 1,43 | 69,11 | ... |
| 19 | (f) | Pipar Road-Bhavi Light | ,, | ... | 2 | ... | 2 | 2,77 | ... |
| 53 | (a) | Tarikere-Yedahalli | ,, | 75 | ... | ... | 75 | ... | 75 |
| | | Total | ... | 13,65 | 14,56 | 15,66 | 43,67 | 7,36,61 | 10,92 |

## DIX 3—*contd.*

### *(ii) total capital outlay to end of the financial year 1913-14.*

| TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES). | | | | | | | | | | CLASSIFICATION NO. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1). | | REMARKS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cost per mile (excluding ferries and suspense). | | Ferries, etc. | | Suspense (value of stores, etc., not finally charged off in the accounts). | | Total capital outlay, (including ferries and suspense). | | Grand total (columns 17 & 18). | | | | |
| Open (calculated on mileage in column 12 of Appendix 2). | Of single track, including sidings (calculated on mileage in column 15 of Appendix 2). | Open. | Under construction. | Open. | Under construction. | Open. | Under construction. | In thousands of rupees. | Equivalent in sterling (in thousands of pounds). | Sub-head. | Main head. | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| **II—*contd.*** | | | | | | | | | | | | |
| ***not pass through the Government accounts.*** | | | | | | | | | | | | |
| **COMPANIES' LINES.** | | | | | | | | | | | | |
| 3,08 | 1,29 | ... | ... | ... | ... | 16,94 | ... | 16,94 | 113 | (*b*) | 16 | |
| ... | ... | ... | ... | ... | ... | ... | 3,08 | 3,08 | 20 | (*a*) | 26 | |
| 24 | 22 | ... | ... | 41 | ... | 6,15 | ... | 6,15 | 41 | (*a*) | 37 | |
| Information not furnished. | | ... | ... | ... | ... | ... | ... | .. | ... | (*a*) | 42 | |
| 34 | 32 | 1 | ... | 31 | ... | 11,56 | ... | 11,56 | 77 | (*a*) | 45 | |
| 34 | 29 | ... | ... | 3 | ... | 1,14 | ... | 1,14 | 8 | (*a*) | 51 | |
| ... | ... | 1 | ... | 75 | ... | 35,79 | 3,08 | 38,87 | 259 | | | |
| **BY NATIVE STATES.** | | | | | | | | | | | | |
| 54 | 47 | ... | ... | 2,30 | ... | 1,12,27 | ... | 1,12,27 | 748 | (*a*) | 14 | |
| 28 | 26 | ... | ... | ... | ... | 5,81 | ... | 5,81 | 39 | (*b*) | 14 | |
| 48 | 43 | ... | ... | 3,01 | ... | 71,22 | ... | 71,22 | 475 | (*a*) | 17 | |
| 35 | 32 | ... | ... | ... | ... | 16,20 | ... | 16,20 | 108 | (*b*) | 17 | |
| 41 | 36 | ... | ... | ... | 1,23 | 10,56 | 3,10 | 13,66 | 91 | (*c*) | 17 | |
| 46 | 43 | ... | ... | 32 | ... | 23,54 | ... | 23,54 | 157 | (*a*) | 18 | |
| 29 | 28 | ... | ... | 8,49 | 68 | 1,81,43 | 3,06 | 1,84,49 | 1,230 | (*a*) | 19 | |
| 23 | 23 | ... | ... | ... | ... | 1,10,25 | 7 | 1,10,32 | 735 | (*b*) | 19 | |
| 50 | 45 | ... | ... | 4,19 | ... | 60,37 | 7 | 60,44 | 403 | (*a*) | 20 | |
| 55 | 49 | ... | ... | 1,17 | ... | 52,11 | ... | 52,11 | 347 | (*a*) | 21 | |
| ... | ... | ... | ... | ... | ... | ... | 84 | 84 | 6 | (*a*) | 22 | |
| ... | ... | ... | ... | ... | 3,05 | ... | 4,84 | 4,84 | 32 | (*a*) | 23 | |
| 34 | 31 | ... | ... | ... | ... | 22,34 | ... | 22,34 | 149 | (*a*) | 25 | |
| 28 | 26 | ... | ... | ... | ... | 10,52 | ... | 10,52 | 70 | (*a*) | 36 | |
| 27 | 23 | ... | ... | ... | ... | 7,59 | 3,15 | 10,74 | 72 | (*a*) | 38 | |
| 28 | 26 | ... | ... | ... | ... | 69,11 | ... | 69,11 | 461 | (*a*) | 48 | |
| 11 | 11 | ... | ... | ... | ... | 2,77 | ... | 2,77 | 18 | (*f*) | 19 | |
| ... | ... | ... | ... | ... | ... | ... | 75 | 75 | 5 | (*a*) | 58 | |
| ... | ... | ... | ... | 19,48 | 4,96 | 7,56,09 | 15,88 | 7,71,97 | 5,146 | | | |

*(i) Capital outlay during the financial year and*

| Classification No. of railway (Detailed in "Index" to Appendix 1). | | Railways. | Gauge. | Capital outlay during the Financial year (in thousands of rupees). | | | | Total capital outlay on final heads (excluding ferries). | |
|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | On new lines, i.e., lines under construction for which there is a separate grant. | On rolling-stock. | On improvement of existing lines. | Total capital outlay. | Open. | Under construction. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | | | | | | | | **PART** |
| | | | | | | | | | ***Railways, the transactions of which do*** |
| | | | | | | | | | **XV.–NATIVE STATE LINES WORKED** |
| 1 | (d) | Mourbhanj | 2′ 6″ | ... | ... | 3 | 3 | 7,23 | ... |
| 1 | (f) | Parlakimedi Light | ,, | ... | ... | 1 | 1 | 1,55 | ... |
| 2 | (b) | Nagda-Ujjain | 5′ 6″ | ... | ... | 2 | 2 | 22,42 | ... |
| 2 | (c) | Petlad-Cambay (Anand-Tarapur section) | ,, | ... | ... | 3 | 3 | 11,39 | ... |
| 2 | (d) | Petlad-Cambay (Tarapur-Cambay section) | ,, | ... | ... | 1 | 1 | 8,67 | ... |
| 2 | (i) | Gaekwar's Mehsana | 3′ 3½″ | ... | ... | 58 | 58 | 57,81 | ... |
| 2 | (j) | Jaipur | ,, | 25 | ... | 33 | 58 | 24,49 | 25 |
| 2 | (k) | Palanpur-Deesa[a] | ,, | ... | ... | ... | ... | 1,85 | ... |
| 2 | (l) | Vijapur-Kalol-Kadi | ,, | ... | ... | 11 | 11 | 15,72 | ... |
| 2 | (m) | Gaekwar's Dabhoi | 2′ 6″ | ... | 1,20 | 91 | 2,11 | 43,22 | ... |
| 2 | (o) | Rajpipla | ,, | ... | 22 | | 26 | 14,17 | ... |
| 2 | (p) | Billimora-Kalamba | ,, | ‡6,15 | ... | ... | ‡6,15 | ... | 8,49 |
| 2 | (n) | Kosamba-Zankhvav | ,, | ... | 2 | 7 | 9 | 12,75 | ... |
| 2 | (r) | Petlad-Vaso | ,, | ‡1,44 | ... | ... | ‡1,44 | ... | 4,64 |
| 4 | (e) | Jind-Panipat (Native State section) | 5′ 6″ | 59 | ... | ... | 59 | ... | 59 |
| 5 | (d) | Bhopal-Itarsi (Native State section) | ,, | ... | ... | ... | ... | 50,00 | ... |
| 5 | (e) | Bhopal-Ujjain | ,, | ... | ... | 3 | 3 | 78,83 | ... |
| 5 | (f) | Bina-Goona-Baran | ,, | ... | ... | 8 | 8 | 1,00,43 | ... |
| 6 | (b) | Kolar Gold-fields | ,, | ... | ... | 2 | 2 | 12,08 | ... |
| 6 | (e) | Birur-Shimoga | 3′ 3½″ | ... | ... | ... | ... | 24,34 | ... |
| 6 | (g) | Hindupur (Yesvantpur-Mysore Frontier) | ,, | ... | ... | ... | ... | 24,98 | ... |
| 6 | (h) | Kolhapur | ,, | ... | ... | ... | ... | 23,26 | ... |
| 6 | (i) | Mysore-Nanjangud | ,, | ... | ... | ... | ... | 6,57 | ... |
| 6 | (k) | Sangli | ,, | ... | ... | ... | ... | 1,78 | ... |
| 7 | (c) | Hingoli Branch | ,, | ... | ... | 94 | 94 | 30,84 | ... |
| 7 | (e) | Secunderabad-Gadwal | ,, | 5,03 | ... | ... | 5,03 | ... | 5,03 |
| 10 | (f) | Shoranur-Cochin | ,, | ... | 32 | —1 | 31 | 68,53 | ... |
| | | Total | ... | 13,46 | 1,76 | 3,20 | 18,42 | 6,48,88 | 19,00 |

## DIX 3—*contd.*

### *(ii) total capital outlay to end of the financial year 1913-14.*

| TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES). | | | | | | | | | | CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX 1). | | REMARKS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cost per mile (excluding ferries and suspense). | | Ferries, etc. | | Suspense (value of stores, etc., not finally charged off in the accounts). | | Total capital outlay (including ferries and suspense). | | Grand total (columns 17 & 18). | | | | |
| Open (calculated on mileage in column 12 of Appendix 2). | Of single track, including sidings (calculated on mileage in column 15 of Appendix 2). | Open. | Under construction. | Open. | Under construction. | Open. | Under construction. | In thousands of rupees. | Equivalent in sterling (in thousands of pounds). | Sub-head. | Main head. | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| **II—*contd.*** | | | | | | | | | | | | |
| ***not pass through the Government accounts.*** | | | | | | | | | | | | |
| **BY COMPANIES.** | | | | | | | | | | | | |
| 22 | 21 | ... | ... | ... | ... | 7,23 | ... | 7,23 | 48 | (*d*) | 1 | |
| 31 | 29 | ... | ... | ... | ... | 7,55 | ... | 7,55 | 50 | (*f*) | 1 | |
| 65 | 63 | ... | ... | ... | ... | 22,42 | ... | 22,42 | 150 | (*b*) | 2 | |
| 53 | 48 | ... | ... | 11 | ... | 11,50 | ... | 11,50 | 77 | (*c*) | 2 | |
| 70 | 54 | ... | ... | ... | ... | 8,67 | ... | 8,67 | 58 | (*d*) | 2 | |
| 42 | 38 | ... | ... | ... | ... | 57,81 | ... | 57,81 | 385 | (*i*) | 2 | |
| 34 | 30 | ... | ... | ... | 4 | 24,46 | 29 | 24,75 | 165 | (*j*) | 2 | * The expenditure shown against this railway in this part represents the capital outlay incurred by the Palanpur Durbar. |
| †35 | †23 | ... | ... | ... | ... | 1,85 | ... | 1,85 | 12 | (*k*) | 2 | |
| 34 | 31 | ... | ... | ... | ... | 15,72 | ... | 15,72 | 105 | (*l*) | 2 | |
| 30 | 28 | ... | ... | 56 | ... | 43,78 | ... | 43,78 | 292 | (*m*) | 2 | † Calculated on the outlay incurred by Government and the Palanpur Durbar. |
| 38 | 34 | ... | ... | 2 | ... | 14,19 | ... | 14,19 | 95 | (*o*) | 2 | |
| ... | ... | ... | ... | ... | 90 | ... | 9,39 | 9,39 | 63 | (*p*) | 2 | |
| 49 | 45 | ... | ... | 4 | ... | 12,79 | ... | 12,79 | 85 | (*n*) | 2 | |
| ... | ... | ... | ... | ... | 65 | ... | 5,29 | 5,29 | 35 | (*r*) | 2 | ‡ Represents outlay from 1st January 1913 to 31st March 1914. |
| ... | ... | ... | ... | ... | ... | ... | 59 | 59 | 4 | (*e*) | 4 | |
| 1,12 | §1,28 | ... | ... | ... | ... | 50,00 | ... | 50,00 | 333 | (*d*) | 5 | § Including the British section. |
| 70 | 64 | ... | ... | ... | ... | 78,83 | ... | 78,83 | 525 | (*e*) | 5 | |
| 69 | 64 | ... | ... | ... | ... | 1,00,43 | ... | 1,00,43 | 669 | (*f*) | 5 | |
| 1,22 | 77 | ... | ... | ... | ... | 12,08 | ... | 12,08 | 81 | (*b*) | 6 | |
| 64 | 57 | ... | ... | ... | ... | 24,34 | ... | 24,34 | 162 | (*e*) | 6 | |
| 49 | 45 | ... | ... | ... | ... | 24,98 | ... | 24,98 | 167 | (*g*) | 6 | |
| 79 | 75 | ... | ... | ... | ... | 23,26 | ... | 23,26 | 155 | (*h*) | 6 | |
| 42 | 30 | ... | ... | ... | ... | 6,57 | ... | 6,57 | 44 | (*i*) | 6 | |
| 36 | 34 | ... | ... | ... | ... | 1,78 | ... | 1,78 | 12 | (*k*) | 6 | |
| 61 | 54 | ... | ... | 39 | ... | 31,23 | ... | 31,23 | 208 | (*c*) | 7 | |
| ... | ... | ... | ... | ... | 16 | ... | 5,19 | 5,19 | 35 | (*e*) | 7 | |
| 1,06 | 91 | 87 | ... | 45 | ... | 69,85 | ... | 69,85 | 466 | (*f*) | 10 | |
| ... | ... | 87 | ... | 1,57 | 1,75 | 6,51,32 | 20,75 | 6,72,07 | 4,481 | | | |

## (i) *Capital outlay during the financial year and*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railways. | Gauge. | Capital outlay during the Financial year (in thousands of rupees). | | | | Total capital outlay on final heads (excluding ferries). | |
|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | On new lines, i.e., lines under construction for which there is a separate grant. | On rolling-stock. | On improvement of existing lines. | Total capital outlay. | Open. | Under construction |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | | | | | | | | **PART** |
| | | | | | | | | | ***Railways, the transactions of which do*** |
| | | | | | | | | | **XVI.—NATIVE STATE LINES WORKED** |
| 8 | (c) | Cooch Behar | 3′ 3½″ | ... | ... | 73 | 73 | 20,23 | ... |
| 8 | (d) | Jammu and Kashmir (Native State section). | 5′ 6″ | ... | ... | ... | ... | 10,29 | ... |
| 8 | (f) | Khanpur-Chachran | ,, | ... | ... | 5 | 5 | 14,00 | ... |
| 8 | (g) | Ludhiana-Dhuri-Jakhal | ,, | ... | ... | 23 | 23 | 42,20 | ... |
| 8 | (h) | Rajpura-Bhatinda | ,, | ... | ... | 82 | 82 | 71,55 | ... |
| | | TOTAL | ... | ... | ... | 1,83 | 1,83 | 1,58,27 | ... |
| | | | | | | | | | **XVII.—LINES IN** |
| 6 | (b) | West of India Portuguese | 3′ 3½″ | ... | ... | 3,46 | 3,46 | 1,87,62 | ... |
| 10 | (d) | Peralam-Karaikkal | ,, | ... | ... | ... | ... | 7,24 | ... |
| 10 | (e) | Pondicherry | ,, | ... | ... | ... | ... | 5,69 | ... |
| | | TOTAL | ... | ... | ... | 3,46 | 3,46 | 2,00,55 | ... |
| | | TOTAL, PART II | ... | 1,06,63 | 62,63 | 98,01 | 2,67,27 | 53,98,48 | 1,65,24 |
| | | GRAND TOTAL | ... | 3,77,79 | 7,91,65 | 8,14,23 | 19,83,87 | 4,76,22,57 | 8,97,32 |

## DIX 3—*concld.*

### (*ii*) *total capital outlay to end of the financial year 1913-14.*

| TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR—(IN THOUSANDS OF RUPEES). | | | | | | | | | | CLASSIFICATION No. OF RAILWAY (DETAILED IN "INDEX" TO APPENDIX I). | | REMARKS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cost per mile (including ferries and suspense). | | Ferries, etc. | | Suspense (value of stores, etc., not finally charged off in the accounts). | | Total capital outlay, (including ferries and suspense). | | Grand total (columns 17 & 18). | | | | |
| Open (calculated on mileage in column 12 of Appendix 2). | Of single track, including sidings (calculated on mileage in column 15 of Appendix 2). | Open. | Under construction. | Open. | Under construction. | Open. | Under construction. | In thousands of rupees. | Equivalent in sterling (in thousands of pounds). | Sub-head. | Main head. | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| **II—*concld.*** | | | | | | | | | | | | |
| ***not pass through the Government accounts.*** | | | | | | | | | | | | |
| **BY STATE RAILWAY AGENCY.** | | | | | | | | | | | | |
| 61 | 57 | ... | ... | ... | ... | 20,23 | ... | 20,23 | 135 | (*c*) | 3 | |
| 64 | 60 | ... | ... | ... | ... | 10,29 | ... | 10,29 | 69 | (*d*) | 3 | |
| 64 | 55 | ... | ... | ... | ... | 14,00 | ... | 14,00 | 93 | (*f*) | 3 | |
| 54 | 50 | ... | ... | ... | ... | 42,20 | ... | 42,20 | 281 | (*g*) | 3 | |
| 66 | 54 | ... | ... | ... | ... | 71,55 | ... | 71,55 | 477 | (*h*) | 3 | |
| ... | ... | ... | ... | ... | ... | 1,58,27 | ... | 1,58,27 | 1,055 | | | |
| **FOREIGN TERRITORY.** | | | | | | | | | | | | |
| 3,67 | 2,81 | ... | ... | ... | ... | 1,87,62 | ... | 1,87,62 | 1,520 | (*b*) | 6 | |
| 49 | 43 | ... | ... | ... | ... | 7,24 | ... | 7,24 | 48 | (*d*) | 10 | |
| 72 | 57 | ... | ... | ... | ... | 5,69 | ... | 5,69 | 38 | (*e*) | | |
| ... | ... | ... | ... | ... | ... | 2,00,55 | ... | 2,00,55 | 1,606 | | | |
| ... | ... | 26,52 | ... | 68,21 | 25,45 | 54,93,21 | 1,90,69 | 56,83,90 | 38,766 | | | Includes Rs. 79,34,000 or £538,000 on account of "Unclassified expenditure" *vide* columns 19 and 20 on page 41 |
| ... | ... | 3,23,61 | 10,04 | 62,46 | 51,86 | 4,95,08,64 | 9,59,22 | *5,05,47,20 | *3,69,365 | | | |

*Capital liability on account of railways classed*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railways. | Capital Liability | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Share capital of purchased railways being paid off by annuities. | | | | | | | |
| | | | | Deduct. | | | | | | |
| Main head. | Sub-head. | | Commuted value of stock purchased. | Commuted capital representing annuities which were purchased by creation of debt (liability included in column 11). | New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portions of annuities. | Net capital to be paid off by annuities. | *Deduct* amount redeemed by annuity payments. | Net outstanding. | State outlay. | Debt incurred for purchase of railways. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| | | | £ | £ | £ | £ | £ | £ | £ | £ |
| | | | | | | | | | | I.—STATE LINES. |
| ... | ... | Bilaspur-Etawah | ... | ... | ... | ... | ... | ... | 5,009 | ... |
| 9 | *b*) | Cawnpore-Banda | ... | ... | ... | ... | ... | ... | 462,274 | ... |
| 3 | (*a*) & (*b*) | Eastern Bengal 5′ 6″, 3′ 3¾″ and 2′ 6″ gauges | 3,391,917 | 542,070 | ... | 2,849,847 | 385,218 | 2,464,629 | 17,027,062 | 1,315,695 |
| ... | ... | Expenditure in England for stores purchased and remaining unappropriated. | ... | ... | ... | ... | ... | ... | 18,948 | ... |
| ... | ... | Frontier railway reserve | ... | ... | ... | ... | ... | ... | 290,688 | ... |
| ... | ... | Ganges bridge at Kachla | ... | ... | ... | ... | ... | ... | 5,094 | ... |
| 51 | ... | Jorhat (Provincial) | ... | ... | ... | ... | ... | ... | 70,991 | ... |
| ... | ... | Jullundur-Hoshiarpur | ... | ... | ... | ... | ... | ... | 128,503 | ... |
| 8 | (*c*) | Jakhal-Hissar | ... | ... | ... | ... | ... | ... | 187,433 | ... |
| 8 | (*c*) | Kalabagh-Bannu | ... | ... | ... | ... | ... | ... | 383,380 | ... |
| ... | ... | Laki-Pezu-Tank | ... | ... | ... | ... | ... | ... | 71,756 | ... |
| ... | ... | Lower Ganges Bridge | ... | ... | ... | ... | ... | ... | 2,392,854 | ... |
| ... | ... | Nagpur-Chhattisgarh (Depreciation Account) | ... | ... | ... | ... | ... | ... | 49,803 | ... |
| 8 | (*a*) | North Western | 14,009,124 | 4,911,216 | ... | 9,097,908 | 1,153,913 | 7,943,995 | 46,613,695 | 3,647,585 |
| 9 | (*a*) | Oudh and Rohilkhand | ... | ... | ... | ... | ... | ... | 7,794,377 | 10,701,491 |
| ... | ... | Petroleum operations in Baluchistan | ... | ... | ... | ... | ... | ... | 7,946 | |
| ... | ... | Ranaghat-Bhagwangola | ... | ... | ... | ... | ... | ... | 20,163 | ... |
| ... | ... | Rangiya-Tangla | ... | ... | ... | ... | ... | ... | 85,193 | ... |
| ... | ... | Raja Bhat Khawa-Dalsingpara | ... | ... | ... | ... | ... | ... | 63,019 | ... |
| ... | ... | Sabarmati-Dholka | ... | ... | ... | ... | ... | ... | 5,993 | ... |
| ... | ... | Sarai Kala-Havelian | ... | ... | ... | ... | ... | ... | 297,208 | ... |
| ... | ... | Singhjani-Fulchari | ... | ... | ... | ... | ... | ... | 130,858 | ... |
| ... | ... | Southern Mahratta (Depreciation on works) | ... | ... | ... | ... | ... | ... | 35,138 | ... |
| ... | ... | State railway stores | ... | ... | ... | ... | ... | ... | 1,031 | ... |
| ... | ... | Umaria Colliery | ... | ... | ... | ... | ... | ... | 12,178 | ... |
| ... | ... | Vizagapatam-Raipur | ... | ... | ... | ... | ... | ... | 16,836 | ... |
| ... | ... | Warora Colliery | ... | ... | ... | ... | ... | ... | 74,946 | ... |
| | | Total | 17,401,041 | 5,453,286 | ... | 11,947,755 | 1,539,131 | 10,408,624 | 76,242,101 | 15,664,771 |
| | | | | | | | | | | II.—STATE LINES WORKED |
| 5 | (*b*) | Agra-Delhi Chord | ... | ... | ... | ... | ... | ... | 972,975 | ... |
| 11 | (*a*) | Assam-Bengal | ... | ... | ... | ... | ... | ... | 6,786,810 | ... |
| 5 | (*c*) | Baran-Kotah | ... | ... | ... | ... | ... | ... | 309,852 | ... |
| | | Carried over | ... | ... | ... | ... | ... | ... | 8,069,637 | ... |

## DIX 4.

*as State railways and of the Hardwar-Dehra railway at the end of 1913-14.*

AT END OF THE YEAR.

| NOMINAL AMOUNTS OF COMPANIES' CAPITAL. | | | | | | Overdrafts. | Capital not bearing interest including discounts on capital raised. | ADVANCES BY THE SECRETARY OF STATE TO COMPANIES. | | | | Total capital liability (excluding capital not bearing interest, column 19). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Share Capital. | | | | Debenture and Debenture stock. | | | | In England. | | In India. | | |
| In England. | | In India. | | In England. | | | | In England. | | In India. | | |
| Rate of interest. | Amount. | Rate of interest. | Amount. | Rate of interest. | Amount. | | | Rate of interest. | Amount. | Rate of interest. | Amount. | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| | £ | | £ | | £ | £ | £ | | £ | | £ | £ |
| **WORKED BY THE STATE.** | | | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5,009 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 462,274 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 20,807,386 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 18,943 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 299,688 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5,094 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 70,991 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 128,503 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 187,433 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 313,380 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 71,756 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2,392,854 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 43,803 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 58,205,475 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 18,495,869 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 7,946 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 20,163 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 85,193 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 63,019 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3,998 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 297,208 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 130,883 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 35,138 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1,031 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 12,178 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 16,336 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 72,946 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 102,315,196 |
| **BY COMPANIES.** | | | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 972,975 |
| 3½ | 1,500,000 | ... | ... | 3½ | 480,900 | ... | —1,908 | ... | ... | ... | ... | 9,842,710 |
| | | | | 3½ | 300,000 | | | | | | | |
| | | | | 3½ | 650,000 | | | | | | | |
| | | | | 3½ | 125,000 | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 309,872 |
| ... | 1,500,000 | ... | ... | ... | 1,555,900 | ... | —1,908 | ... | ... | ... | ... | 11,125,587 |

## *Capital liability on account of railways classed as State*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railways. | Capital Liability | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Share capital of purchased railways being paid off by annuities. | | | | | | | |
| | | | | Deduct. | | | | | | |
| Main head. | Sub-head. | | Commuted value of stock purchased. | Commuted capital representing annuities which were purchased by creation of debt (liability included in column 11). | (New stock of Great Indian Peninsula and Madras and Southern Mahratta Railway Companies issued in exchange for portions of annuities. | Net capital to be paid off by annuities. | *Deduct* amount redeemed by annuity payments. | Net outstanding. | State outlay. | Debt incurred for purchase of railways. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| | | | £ | £ | £ | £ | £ | £ | £ | £ |
| | | | | | | | | | | II.—STATE LINES |
| | | Brought forward | ... | ... | ... | ... | ... | ... | 8,099,637 | ... |
| ... | ... | Bayana-Agra | ... | ... | ... | ... | ... | ... | 287,525 | ... |
| 1 | (a) to (c), (e), & (g) & (h) | Bengal-Nagpur | ... | ... | ... | ... | ... | ... | †2,066,673 | ... |
| 2 | (g) | Broach-Jambusar | ... | ... | ... | ... | ... | ... | 69,650 | ... |
| 7 | (b) | Bezwada Extension | ... | ... | ... | ... | ... | ... | 82,256 | ... |
| 5 | (d) | Bhopal-Itarsi (British section) | ... | ... | ... | ... | ... | ... | 269,231 | ... |
| 2 | (a) | Bombay, Baroda and Central India | ... | ... | ... | ... | ... | ... | ‡13,901,712 | 12,556,903 |
| 15 | (a) | Burma | ... | ... | ... | ... | ... | ... | 6,494,155 | ... |
| 15 | (b) | Burma Extensions | ... | ... | ... | ... | ... | ... | 2,354,663 | ... |
| ... | ... | Coonoor-Ootacamund | ... | ... | ... | ... | ... | ... | 264,546 | ... |
| ... | ... | Dharmapuri-Hosur | ... | ... | ... | ... | ... | ... | 144,054 | ... |
| 6 | (f) | Dhone-Kurnool | ... | ... | ... | ... | ... | ... | 67,250 | ... |
| 4 | (a) | East Indian | 32,750,000 | 7,282,366 | ... | 25,467,634 | 3,819,076 | 21,648,558 | 7,424,383 | 9,799,908 |
| 5 | (a) | Great Indian Peninsula | 34,859,218 | ... | 1,750,000 | 33,109,218 | 5,304,047 | 27,805,171 | 10,241,514 | 5,964,666 |
| ... | ... | Indian Midland | ... | ... | ... | ... | ... | ... | 2,542,056 | 2,608,821 |
| 19 | (c) | Jodhpur-Hyderabad (British section) | ... | ... | ... | ... | ... | ... | 291,464 | ... |
| 24 | (b) | Lucknow-Bareilly | ... | ... | ... | ... | ... | ... | 341,409 | ... |
| 6 | (a) | Madras and Southern Mahratta* | 12,819,558 | ... | 1,500,000 | 11,319,558 | 581,018 | 10,738,540 | 9,625,568 | 1,718,102 |
| 6 | (j) | Mysore section (Madras and Southern Mahratta). | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | Roserah-Khagaria | ... | ... | ... | ... | ... | ... | 133,330 | ... |
| ... | ... | Samastipur-Roserah | ... | ... | ... | ... | ... | ... | 47,244 | ... |
| 10 | (a) | South Indian | ... | ... | ... | ... | ... | ... | 5,653,395 | 4,726,169 |
| 10 | (h) | Tinnevelly-Quilon (Travancore-British section). | ... | ... | ... | ... | ... | ... | 6,606 | ... |
| 10 | (i) | Tinnevelly-Quilon (Travancore-Native State section). | ... | ... | ... | ... | ... | ... | 11,625 | ... |
| 12 | (b) | Tirhoot | ... | ... | ... | ... | ... | ... | 5,215,185 | ... |
| | | TOTAL | 80,428,776 | 7,282,366 | 3,250,000 | 69,896,410 | 9,704,141 | 60,192,269 | 79,994,131 | 37,365,569 |
| | | | | | | | | | | III.—COMPANIES' LINES GUARANTEED BY |
| 9 | (c) | Hardwar-Dehra | ... | ... | ... | ... | ... | ... | ... | ... |
| | | GRAND TOTAL | 97,829,817 | 12,735,652 | 3,250,000 | 81,844,165 | 11,243,272 | 70,600,893 | 156,236,232 | 53,030,340 |

* The figures relating to the purchase of the late Madras railway as shown in columns 4, 6, 7, 8, 9 and 11, though for convenience incorporated with those for the Madras and South ern Mahratta railway, relate also to the South Indian railway, with which a portion of the late Madras railway has been amalgamated.

† Includes £1,711 on account of payment to the Bengal-Nagpur Railway Company for capital stock in respect of which the holders exercised the option of transferring it to the Secretary of State.

‡ Includes £13,000 on account of the contributi on from the Company's Provident Fund.

## DIX 4—*concld.*

### *railways and of the Hardwar-Dehra railway at the end of 1913-14.*

AT END OF THE YEAR.

| NOMINAL AMOUNTS OF COMPANIES' CAPITAL. | | | | | | | | ADVANCES BY THE SECRETARY OF STATE TO COMPANIES. | | | | Total capital liability (excluding capital not bearing interest, column 19). |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Share Capital. | | | | Debentures and Debenture stock. | | Overdrafts. | Capital not bearing interest including discounts on capital raised. | In England. | | In India. | | |
| In England. | | In India. | | In England. | | | | | | | | |
| Rate of interest. | Amount. | Rate of interest. | Amount. | Rate of interest. | Amount. | | | Rate of interest. | Amount. | Rate of interest. | Amount. | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| | £ | | £ | | £ | £ | £ | | £ | | £ | £ |
| **WORKED BY COMPANIES—*concld.*** | | | | | | | | | | | | |
| ... | 1,500,000 | ... | ... | ... | 1,555,900 | ... | —1,908 | ... | ... | ... | ... | 11,125,537 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 287,525 |
| 4 % | 2,000,000 | ... | ... | 3 % 3½ % 3½ % 3½ % 4 % | 750,000 400,000 4,020,000 555,000 2,000,000 | 4,225,113 | —18,072 | 3½ | 2,900,000 | 3½ % 3½ % 4 % | 6,483,510 †596,145 323,589 | 27,300,030 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 69,650 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 82,256 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 268,231 |
| 3 % | 2,000,000 | ... | ... | 3½ % | 1,000,000 | ... | —40,636 | ... | ... | ... | ... | 33,858,615 |
| 2½ % | 3,000,000 | ... | ... | 3 % | 1,250,000 | 697,657 | —30,181 | ... | ... | ... | ... | 11,441,812 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2,354,663 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 264,546 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 144,054 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 67,250 |
| ... | ... | ... | ... | 3 % 3½ % | 8,000,000 7,000,000 | ... | —711,037 | ... | ... | ... | ... | 53,863,849 |
| 3 % | 2,575,000 | ... | ... | 2½ % | 3,500,000 | ... | —246,842 | 3½ % | 2,500,000 | ... | ... | 52,586,351 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5,150,877 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 291,464 |
| ... | ... | ... | ... | 3½ % 3½ % 3½ % 3 % 3½ % 3½ % 3½ % 4 % | 75,000 32,000 *435,000 100,000 505,000 1,385,000 335,000 2,500,000 | ... | 13,102 | ... | ... | 3½ % 4 % | 238,458 184,407 | 1,306,274 |
| 2½ % | 4,991,510 | 3½ % | 8,460 | 4 % | 1,200,000 | ... | —1,504,048 | 25,233 | ... | ... | ... | 30 403,162 |
| ... | ... | ... | ... | ... | ... | ... | 24,000 | ... | ... | ... | ... | 1,200,000 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 123,330 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 47,244 |
| 3 % | 1,000,000 | ... | ... | 3½ % 3½ % | 73,000 375,000 | ... | ... | ... | ... | ... | ... | 11,827,564 |
| ... | ... | ... | ... | 3½ % 3½ % 3½ % 3½ % | 172,891 67,875 46,834 327,109 | ... | 432 | ... | ... | ... | ... | 293,706 |
| ... | ... | ... | ... | 3½ % 3½ % 3½ % | 369,125 78,668 | ... | 818 | ... | ... | ... | ... | 786,525 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5,215,165 |
| ... | 18,066,510 | ... | 8,460 | ... | 38,107,900 | 3,428,722 | —985,091 | ... | 5,400,000 | ... | 7,796,109 | 250,359,700 |
| **GOVERNMENT UNDER MODERN CONTRACTS.** | | | | | | | | | | | | |
| ... | ... | ... | 186,729 | ... | ... | 37 | ... | ... | ... | ... | ... | 186,766 |
| ... | 18,066,510 | ... | 195,189 | ... | 38,107,900 | 3,428,759 | —985,091 | ... | 5,400,000 | ... | 7,796,109 | 352,831,902 |

* State share of "Joint Debenture Stock" of £800,000. The proceeds of this loan were not paid over to Government.
† Advances worked with reference to the amount received (£1,396,009) from the issue of the £2,000,000 of Company's debenture stock although full liability is shewn in column 17.

# APPEN

*Details of gross earnings*

| Classification No. of Railway (Detailed in "Index" to Appendix I). | | Railway system. | Year. | Coaching traffic. | | | | | | | | | | | | Other coaching traffic earnings. [In thousands.] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Passenger Traffic. | | | | | | | | | | | | |
| | | | | 1st class. | | 2nd class. | | Inter. class. | | 3rd class. | | Season and vendors' tickets. | | Total. | | |
| Main head. | Sub-hea. | | | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | No. of trips up and down on which the price of the tickets is based. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| | | 5' 6" gauge. | | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | Rs. |
| 1 | (a) to (c),(e), (g) and (h) | Bengal-Nagpur. | 1909 | 23,4 | 2,63 | 79,4 | 3,29 | 327,9 | 2,87 | 12,025,6 | 32,41 | 450,2 | 37 | 12,906,5 | 91,57 | 8,97 |
| | | | 1910 | 25,4 | 2,96 | 80,4 | 3,46 | 292,9 | 2,59 | 12,856,9 | 35,15 | 482,3 | 40 | 13,737,9 | 94,56 | 9,79 |
| | | | 1911 | 26,3 | 2,97 | 81,1 | 3,60 | 314,4 | 2,97 | 13,773,0 | 90,31 | 560,5 | 47 | 14,755,3 | 1,00,22 | 10,10 |
| | | | 1912 | 30,7 | 3,69 | 88,4 | 4,09 | 415,2 | 4,05 | 15,140,9 | 1,09,53 | 651,3 | 56 | 16,326,5 | 1,21,92 | 12,89 |
| | | | 1st qr. of 1913 | 9,7 | 1,20 | 22,5 | 97 | 111,9 | 1,05 | 4,063,7 | 30,98 | 172,7 | 15 | 4,380,5 | 34,65 | 3,47 |
| | | | 1913-14. | 31,9 | 3,96 | 100,8 | 4,21 | 506,5 | 5,06 | 15,686,7 | 1,11,73 | 770,3 | 69 | 17,096,2 | 1,25,65 | 14,56 |
| 2 | (a) to (e), and (m) to (o) | Bombay, Baroda and Central India. | 1909 | 73,2 | 1,84 | 735,6 | 5,63 | 191,3 | 3,77 | 21,801,5 | 66,34 | 9,307,7 | 5,47 | 32,009,3 | 83,05 | 11,77 |
| | | | 1910 | 57,5 | 2,14 | 459,6 | 5,60 | 215,9 | 4,09 | 24,390,3 | 75,55 | 8,898,6 | 5,29 | 34,021,9 | 92,67 | 13,58 |
| | | | 1911 | 57,1 | 3,09 | 488,1 | 6,33 | 273,6 | 6,16 | 25,710,4 | 81,69 | 9,002,6 | | 35,581,8 | 1,02,70 | 14,78 |
| | | | 1912 | 54,5 | 3,37 | 475,3 | 6,78 | 320,4 | 7,63 | 27,153,3 | 83,42 | 9,024,3 | 5,32 | 37,027,1 | 1,06,52 | 16,10 |
| | | | 1st qr. of 1913 | 19,1 | 1,14 | 126,0 | 1,81 | 84,9 | 2,16 | 7,085,6 | 21,41 | 2,475,9 | 1,41 | 9,791,5 | 28,01 | 3,92 |
| | | | 1913-14. | 60,1 | 3,74 | 513,6 | 6,86 | 296,4 | 7,75 | 28,766,2 | 87,35 | 9,771,1 | 5,73 | 39,407,4 | 1,11,43 | 19,25 |
| 3 | (a) | Eastern Bengal. | 1909 | *75,9 | 1,54 | *214,0 | 1,86 | *1,910,8 | 4,69 | *20,879,7 | 43,25 | *3,176,5 | 2,60 | *26,256,9 | 53,94 | 6,06 |
| | | | 1910 | *146,7 | 2,10 | *330,8 | 2,45 | *2,372,8 | 6,51 | *23,483,3 | 45,67 | *3,313,6 | 2,73 | *29,997,2 | 58,86 | 5,89 |
| | | | 1911 | *91,7 | 2,80 | *239,9 | 2,63 | *2,590,2 | 7,57 | *25,235,4 | 47,72 | *3,590,9 | 2,94 | *31,748,1 | 63,18 | 8,66 |
| | | | 1912 | *29,4 | 2,34 | *248,7 | 3,04 | *2,713,8 | 8,58 | *26,058,3 | 50,23 | *3,865,1 | 3,39 | *32,975,3 | 67,64 | 9,68 |
| | | | 1st qr. of 1913 | *29,4 | 54 | *70,4 | 70 | *709,5 | 2,08 | *7,018,9 | 14,55 | *1,087,6 | 90 | *8,906,8 | 18,77 | 2,23 |
| | | | 1913-14. | *65,2 | 2,64 | *257,3 | 3,14 | *3,024,9 | 8,68 | *28,534,9 | 54,79 | *4,317,6 | 3,67 | *36,229,9 | 72,92 | 10,33 |
| 4 | (a) to (d) | East Indian. | 1909 | 83,1 | 8,47 | 224,5 | 8,97 | 2,144,0 | 19,37 | 26,819,1 | 1,36,87 | 2,446,0 | 2,15 | 31,716,7 | 2,25,83 | 31,45 |
| | | | 1910 | 86,0 | 9,43 | 278,2 | 9,92 | 2,344,2 | 22,34 | 29,060,5 | 2,05,54 | 2,487,6 | 2,28 | 34,296,8 | 2,49,51 | 34,18 |
| | | | 1911 | 99,1 | 11,42 | 292,5 | 11,63 | 2,394,6 | 23,31 | 31,194,5 | 2,16,88 | 2,576,9 | 2,35 | 36,556,6 | 2,65,59 | 41,06 |
| | | | 1912 | 83,4 | 9,47 | 256,6 | 10,60 | 2,534,6 | 23,41 | 33,686,9 | 2,34,07 | 2,669,7 | 2,45 | 39,231,2 | 2,80,00 | 39,58 |
| | | | 1st qr. of 1913 | 26,7 | 3,40 | 69,6 | 2,89 | 679,6 | 6,25 | 8,596,6 | 60,07 | 702,7 | 67 | 10,075,2 | 73,25 | 10,58 |
| | | | 1913-14. | 88,2 | 10,37 | 271,2 | 10,86 | 2,744,1 | 25,40 | 35,500,4 | 2,43,12 | 2,958,9 | 2,71 | 41,562,8 | 2,92,46 | 37,00 |
| 5 | (a) to (h) | Great Indian Peninsula. | 1909 | 96,0 | 10,76 | 446,0 | 13,04 | 823,5 | 15,77 | 21,589,6 | 1,23,99 | 6,134,2 | 3,25 | 29,088,3 | 1,66,81 | 34,71 |
| | | | 1910 | 81,7 | 12,85 | 332,6 | 14,26 | 923,1 | 17,16 | 24,231,2 | 1,42,00 | 6,625,2 | 3,15 | 31,583,8 | 1,89,42 | 36,95 |
| | | | 1911 | 97,0 | 14,73 | 358,4 | 15,07 | 1,065,2 | 20,71 | 25,319,8 | 1,47,96 | 6,278,0 | 3,30 | 33,118,4 | 2,01,77 | 44,73 |
| | | | 1912 | 83,4 | 12,21 | 347,0 | 13,46 | 74,5 | 2,01 | 28,470,6 | 1,75,58 | 5,610,6 | 3,39 | 35,491,1 | 2,06,65 | 40,34 |
| | | | 1st qr. of 1913 | 23,6 | 3,74 | 87,5 | 3,58 | 33,6 | 76 | 7,629,2 | 47,50 | 1,849,3 | 90 | 9,623,2 | 56,48 | 10,83 |
| | | | 1913-14. | 90,5 | 13,42 | 364,0 | 14,34 | 139,5 | 3,62 | 30,103,0 | 1,91,93 | 7,069,0 | 3,55 | 37,768,0 | 2,26,86 | 44,99 |
| 6 | (a) and (b) | Madras and Southern Mahratta. | 1909 | *45,7 | 2,59 | *211,1 | 3,41 | *23,0 | 50 | *26,343,3 | 57,99 | *393,7 | 27 | *27,016,8 | 64,76 | 9,94 |
| | | | 1910 | *42,7 | 2,93 | *199,2 | 3,64 | *26,4 | 61 | *28,476,0 | 58,59 | *761,6 | 19 | *29,505,9 | 65,96 | 11,38 |
| | | | 1911 | *45,6 | 3,19 | *204,8 | 3,89 | *27,5 | 61 | *28,959,3 | 61,51 | *856,0 | 24 | *30,093,2 | 69,44 | 11,73 |
| | | | 1912 | *46,8 | 3,20 | *235,6 | 4,15 | *33,4 | 74 | *30,949,8 | 66,05 | *878,1 | 27 | *32,143,7 | 74,41 | 12,54 |
| | | | 1st qr. of 1913 | *12,8 | 1,09 | *61,8 | 1,01 | *24,4 | 25 | *8,177,4 | 18,06 | *212,9 | 7 | *8,519,3 | 20,48 | 3,25 |
| | | | 1913-14. | *50,1 | 3,56 | *246,5 | 4,26 | *250,4 | 1,66 | *34,328,8 | 71,75 | *1,018,8 | 30 | *35,889,6 | 81,63 | 14,91 |
| 7 | (a) and (b) | Nizam's Guaranteed State. | 1909 | 7,7 | 49 | 59,2 | 1,08 | 238,0 | 1,21 | 1,681,3 | 8,01 | 33,3 | 10 | 2,023,5 | 10,89 | 1,55 |
| | | | 1910 | 7,7 | 45 | 47,4 | 1,01 | 235,8 | 1,36 | 1,602,0 | 8,91 | 29,2 | 11 | 1,922,1 | 11,87 | 1,61 |
| | | | 1911 | 8,6 | 57 | 48,3 | 1,03 | 376,0 | 2,96 | 1,325,5 | 7,16 | 42,1 | 14 | 1,809,7 | 11,86 | 1,97 |
| | | | 1912 | 9,7 | 60 | 49,0 | 1,01 | 445,9 | 3,60 | 1,397,6 | 7,32 | 36,3 | 6 | 1,938,4 | 12,59 | 2,48 |
| | | | 1st qr. of 1913 | 2,6 | 17 | 11,6 | 24 | 118,8 | 1,00 | 373,0 | 2,00 | 8,8 | 1 | 514,8 | 3,42 | 55 |
| | | | 1913-14. | 9,5 | 63 | 53,6 | 1,10 | 419,0 | 3,77 | 1,678,6 | 8,77 | 31,1 | 5 | 2,191,8 | 14,32 | 2,29 |

* Includes figures for the 3' 3½" gauge section.

# DIX 5.

*of each railway system.*

| Total coaching traffic earnings. [In thousands.] | GOODS TRAFFIC. | | | | | | | | | | | | | Electric telegraph earnings. [In thousands | Steam boat earnings. [In thousands | Sundry earnings. [In thousands | Total gross earnings. [In thousands.] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Merchandise, General. | | Military Stores. | | Coal and coke for the public and foreign railways. | | Revenue Stores, including coal and materials for construction. | | Live-stock. | | Other goods traffic. | Total goods traffic. | | | | | |
| | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands] | Earnings. [In thousands] | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] † | Earnings. [In thousands.] | Earnings. [In thousands] | Tons. [In thousands.] | Earnings. [In thousands.] | | | | |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 |
| Rs. | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1,00,34 | 1,924 | 1,05,39 | 1 | 19 | 1,973 | 52,49 | 772 | 13,94 | 19 | 1,08 | 88 | 4,689 | 1,72,95 | 38 | 81 | 13,91 | 2,87,72 |
| 1,04,35 | 2,290 | 1,15,51 | 2 | 25 | 2,283 | 62,23 | 683 | 10,03 | 18 | 1,15 | 1,58 | 5,276 | 1,90,75 | 49 | 85 | 12,18 | 3,08,53 |
| 1,10,92 | 2,370 | 1,27,93 | 1 | 27 | 2,767 | 73,74 | 692 | 12,93 | 16 | 1,06 | 1,02 | 5,846 | 2,17,00 | 44 | 85 | 10,49 | 3,39,70 |
| 1,34,81 | 2,901 | 1,51,03 | 2 | 30 | 3,034 | 81,04 | 726 | 14,37 | 20 | 1,37 | 1,73 | 6,683 | 2,49,84 | 49 | 1,19 | 16,30 | 4,02,63 |
| 87,82 | 910 | 45,37 | ... | 4 | 818 | 22,18 | 180 | 3,79 | 8 | 56 | 92 | 1,916 | 72,66 | 13 | 32 | 4,13 | 1,15,26 |
| *1,40,21 | 3,387 | 1,60,51 | 1 | 17 | 3,049 | 83,21 | 843 | 16,19 | 26 | 2,09 | 3,52 | 7,286 | 2,65,69 | 49 | 1,65 | 12,55 | 4,20,59 |
| 94,52 | 2,203 | 1,34,52 | 2 | 19 | 159 | 3,08 | 411 | 5,38 | 33 | 5,53 | 24 | 2,814 | 1,48,94 | 47 | ... | 4,99 | 2,49,22 |
| 1,05,25 | 2,314 | 1,57,21 | 1 | 17 | 184 | 3,39 | 345 | 5,95 | 37 | 6,23 | 29 | 2,911 | 1,73,24 | 52 | ... | 5,49 | 2,82,50 |
| 1,17,43 | 2,373 | 1,67,87 | 2 | 20 | 217 | 4,26 | 730 | 5,30 | 52 | 7,57 | 33 | 3,374 | 1,85,53 | 60 | ... | 5,24 | 3,06,80 |
| 1,22,02 | 2,573 | 2,08,05 | 1 | 16 | 223 | 6,49 | 834 | 10,08 | 29 | 4,60 | 38 | 3,659 | 2,29,76 | 61 | ... | 3,04 | 3,56,03 |
| 31,98 | 739 | 58,22 | ... | 3 | 72 | 1,75 | 286 | 2,29 | 7 | 1,43 | —1,07 | 1,104 | 62,65 | 19 | ... | 1,20 | 95,97 |
| 1,30,68 | 2,731 | 2,29,97 | 1 | 14 | 217 | 7,43 | 1,193 | 11,27 | 34 | 6,57 | —3,56 | 4,206 | 2,51,89 | 66 | ... | 7,90 | 3,91,04 |
| 60,02 | *2,510 | 82,45 | *9 | 15 | *343 | 6,34 | *753 | 6,55 | *8 | 11 | 34 | *4,153 | 95,84 | 20 | ... | 6,53 | 1,92,69 |
| 64,75 | *2,530 | 79,29 | *11 | 15 | *213 | 6,71 | *790 | 6,62 | *6 | 8 | 62 | *4,250 | 93,47 | 21 | ... | 6,85 | 1,65,28 |
| 71,84 | *2,717 | 82,77 | *12 | 15 | *230 | 7,18 | *1,153 | 12,00 | *3 | 9 | 53 | *4,820 | 1,02,73 | 24 | ... | 6,43 | 1,81,23 |
| 77,32 | *2,950 | 95,72 | *14 | 15 | *1,057 | 7,88 | *1,030 | 8,68 | *12 | 13 | 2,13 | *5,063 | 1,14,69 | 27 | ... | 6,90 | 1,99,18 |
| 21,00 | *775 | 19,12 | *3 | 4 | *275 | 2,02 | *341 | 4,41 | *5 | 2 | 57 | *1,399 | 26,18 | 7 | ... | 2,51 | 49,76 |
| 83,25 | *3,227 | 97,51 | *14 | 12 | *1,229 | 9,98 | *1,017 | 7,60 | *24 | 9 | 1,97 | *5,511 | 1,17,27 | 28 | ... | 6,41 | 2,07,21 |
| 2,57,28 | 4,502 | 3,16,89 | 19 | 5,26 | 6,731 | 2,06,86 | 2,027 | 23,75 | 17 | 3,89 | 1,17 | 13,296 | 5,57,82 | 76 | 1,95 | 10,89 | 8,28,70 |
| 2,83,69 | 4,550 | 3,17,13 | 16 | —1,86 | 7,810 | 2,42,58 | 1,941 | 23,44 | 19 | 4,27 | 1,97 | 14,345 | 5,87,52 | 86 | 1,71 | 16,55 | 8,90,33 |
| 3,06,65 | 5,186 | 3,43,39 | 38 | 6,57 | 7,543 | 2,47,89 | 2,096 | 29,95 | 24 | 5,17 | 2,69 | 14,892 | 6,35,57 | 97 | 1,94 | 12,48 | 9,77,61 |
| 3,19,58 | 5,193 | 3,73,17 | 18 | 1,55 | 9,008 | 3,03,76 | 2,234 | 29,43 | 20 | 5,06 | 4,80 | 16,173 | 7,16,77 | 1,08 | 1,84 | 12,89 | 10,51,66 |
| 83,86 | 1,289 | 86,33 | 3 | 28 | 2,363 | 80,79 | 646 | 9,70 | 7 | 1,60 | 1,08 | 4,308 | 1,79,78 | 27 | 57 | 3,15 | 2,67,63 |
| 3,29,46 | 5,208 | 3,62,98 | 11 | 1,20 | 9,380 | 3,03,43 | 2,406 | 30,97 | 29 | 7,16 | 3,64 | 17,034 | 7,03,48 | 1,08 | 2,20 | 20,94 | 10,63,16 |
| 2,01,52 | 3,920 | 4,12,28 | 20 | 2,41 | 496 | 16,31 | 1,958 | 19,32 | 25 | 2,94 | —1,75 | 6,421 | 4,51,51 | 95 | ... | 7,13 | 6,61,11 |
| 2,26,37 | 4,288 | 4,64,45 | 21 | 2,48 | 567 | 18,64 | 1,826 | 23,01 | 33 | 3,00 | —11,66 | 6,720 | 4,99,96 | 1,02 | ... | 6,99 | 7,74,34 |
| 2,46,50 | 4,545 | 4,67,80 | 30 | 2,96 | 753 | 24,00 | 2,035 | 23,00 | 16 | 3,06 | —93 | 7,379 | 5,19,89 | 1,16 | ... | 6,95 | 7,74,50 |
| 2,46,99 | 5,224 | 5,39,53 | 32 | 3,70 | 873 | 26,92 | 2,262 | 28,44 | 22 | 3,71 | 9,13 | 8,413 | 6,10,53 | 1,25 | ... | 7,02 | 8,65,79 |
| 67,31 | 1,534 | 1,67,58 | 8 | 96 | 233 | 7,32 | 496 | 5,41 | 4 | 62 | 1,73 | 2,275 | 1,83,62 | 31 | ... | 1,73 | 2,52,97 |
| 2,71,85 | 5,437 | 5,65,43 | 34 | 3,60 | 896 | 28,52 | 3,591 | 28,84 | 23 | 3,40 | 5,71 | 9,981 | 6,35,50 | 1,13 | ... | 8,86 | 9,17,34 |
| 74,76 | *2,634 | 86,44 | *5 | 15 | *192 | 8,55 | *641 | 5,02 | *6 | 21 | 31 | *3,478 | 1,00,68 | 20 | ... | 5,34 | 1,80,92 |
| 77,34 | *2,660 | 88,44 | *7 | 38 | *181 | 9,92 | *571 | 6,16 | *8 | 54 | 20 | *3,427 | 1,05,74 | 18 | ... | 6,42 | 1,89,68 |
| 81,16 | *2,878 | 95,98 | *6 | 43 | *178 | 10,01 | *344 | 4,03 | *11 | 1,10 | 33 | *3,617 | 1,11,88 | 19 | ... | 4,88 | 1,98,11 |
| 96,95 | *3,092 | 1,07,41 | *9 | 60 | *223 | 11,88 | *624 | 4,36 | *15 | 1,36 | 58 | *3,963 | 1,26,14 | 21 | ... | 5,12 | 2,18,42 |
| 23,73 | *890 | 30,31 | *2 | 16 | *57 | 2,74 | *132 | 77 | *3 | 28 | 16 | *1,084 | 34,42 | 6 | ... | 1,39 | 59,60 |
| 96,54 | *3,233 | 1,05,45 | *11 | 81 | *229 | 11,90 | *643 | 6,25 | *17 | 1,40 | 60 | *4,133 | 1,26,81 | 21 | ... | 5,38 | 2,28,44 |
| 12,44 | 378 | 21,86 | 2 | 12 | 388 | 10,24 | 125 | 1,26 | 1 | 8 | 8 | 544 | 33,64 | 19 | ... | 3,77 | 59,04 |
| 13,48 | 410 | 24,73 | 3 | 13 | 392 | 12,32 | 181 | 2,20 | 1 | 5 | 10 | 987 | 39,32 | 20 | ... | 3,38 | 56,58 |
| 13,88 | 526 | 30,59 | 3 | 14 | 385 | 13,28 | 150 | 1,37 | ... | 5 | 17 | 1,084 | 44,60 | 26 | ... | 1,93 | 60,62 |
| 15,07 | 525 | 30,23 | 4 | 20 | 357 | 11,49 | 193 | 1,59 | ... | 6 | 18 | 1,079 | 43,70 | 24 | ... | 2,60 | 61,61 |
| 3,97 | 153 | 9,19 | 1 | 5 | 94 | 3,11 | 48 | 55 | ... | 1 | 5 | 296 | 12,96 | 7 | ... | 64 | 17,64 |
| 16,61 | 581 | 34,23 | 4 | 21 | 417 | 13,65 | 220 | 1,98 | ... | 4 | 17 | 1,322 | 50,28 | 22 | ... | 3,78 | 70,89 |

* Includes figures for the 3' 3⅜" gauge section.

† Live stock has been converted into tons at:—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

# APPE N

## *Details of gross earnings*

| Classification No. of Railway (Detailed in "Index" to Appendix 1.) | | Railway system. | Year. | Coaching traffic. | | | | | | | | | | | | Other coaching traffic earnings [In thousands.] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Passenger Traffic. | | | | | | | | | | | | |
| | | | | 1st class. | | 2nd class. | | Inter. class. | | 3rd class. | | Season and vendors' tickets. | | Total. | | |
| Main head. | Sub-head. | | | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | Number of trips up and down on which the price of the tickets is based [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| | | 5' 6" gauge —*concld.* | | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | Rs. |
| 8 | (a) to (c) | North Western. | | | | | | | | | | | | | | |
| | | Commercial Section. | 1909 | * | 6,29 | * | 8,49 | * | 18,03 | * | 1,77,27 | * | ... | * | 2,10,08 | 25,96 |
| | | | 1910 | * | 7,22 | * | 9,09 | * | 17,61 | * | 2,01,17 | * | 4 | * | 2,35,13 | 26,95 |
| | | | 1911 | * | 8,47 | * | 10,12 | * | 19,21 | * | 2,27,74 | * | 7 | * | 2,60,61 | 32,25 |
| | | | 1912 | * | 7,89 | * | 9,60 | * | 16,76 | * | 2,18,98 | * | 8 | * | 2,53,31 | 32,93 |
| | | | 1st qr. of 1913 | * | 2,48 | * | 2,58 | * | 4,36 | * | 57,87 | * | 4 | * | 67,33 | 6,15 |
| | | | 1912-14. | * | 8,67 | * | 10,72 | * | 19,40 | * | 2,38,87 | * | 18 | * | 2,77,84 | 33,41 |
| | | Military Section. | 1909 | * | 88 | * | 1,01 | * | 1,71 | * | 20,56 | * | ... | * | 24,18 | 3,06 |
| | | | 1910 | * | 1,02 | * | 1,01 | * | 1,79 | * | 21,95 | * | ... | * | 25,77 | 3,17 |
| | | | 1911 | * | 1,06 | * | 1,03 | * | 1,82 | * | 23,22 | * | ... | * | 27,13 | 3 55 |
| | | | 1912 | * | 95 | * | 1,06 | * | 1,57 | * | 21,41 | * | ... | * | 27,99 | 3,38 |
| | | | 1st qr. of 1913 | * | 25 | * | 28 | * | 43 | * | 6,47 | * | ... | * | 7,43 | 35 |
| | | | 1913-14. | * | 1,02 | * | 1,12 | * | 1,92 | * | 26,33 | * | 1 | * | 30,40 | 4,24 |
| | | Total North Western (commercial and military sections). | 1909 | 92,5 | 7,17 | 361,6 | 9,50 | 2,443,1 | 19,74 | 39,915,6 | 1,97,85 | ... | ... | 42,712,5 | 2,34,26 | 29,02 |
| | | | 1910 | 85,6 | 8,24 | 297,8 | 10,10 | 1,979,2 | 19,40 | 45,998,4 | 2,33,12 | 123,3 | 4 | 48,489,3 | 2,60,90 | 30,12 |
| | | | 1911 | 118,8 | 9,53 | 326,6 | 11,15 | 2,421,4 | 21,03 | 50,551,4 | 2,45,96 | 141,6 | 7 | 53,559,8 | 2,87,74 | 35,80 |
| ... | ... | | 1912 | 91,6 | 8,84 | 347,5 | 10,66 | 1,976,9 | 18,33 | 51,383,3 | 2,43,39 | 248,4 | 8 | 54,047,7 | 2,81,80 | 36,31 |
| | | | 1st qr. of 1913 | 29,9 | 2,73 | 88,6 | 2,96 | 518,5 | 4,79 | 13,327,1 | 64,34 | 79,9 | 4 | 14,043,9 | 74,76 | 6,70 |
| | | | 1913-14. | 97,0 | 9,69 | 359,4 | 11,34 | 2,346,6 | 21,32 | 58,200,1 | 2,65,20 | 346,4 | 19 | 61,319,5 | 3,06,24 | 37,65 |
| | | Oudh and Rohilkhand. | 1909 | 40,4 | 2,34 | 138,6 | 3,19 | 1,017,8 | 7,31 | 11,858,8 | 62,15 | 11,5 | 1 | 13,067,1 | 75,00 | 7,22 |
| | | | 1910 | 34,3 | 2,74 | 113,6 | 3,68 | 1,123,8 | 7,92 | 13,734,7 | 69,53 | 11,4 | 1 | 15,017,8 | 83,88 | 8,79 |
| | | | 1911 | 40,0 | 3,05 | 129,5 | 4,05 | 1,175,1 | 8,54 | 15,568,3 | 76,92 | 10,8 | 1 | 16,923,7 | 92,57 | 9,31 |
| | | | 1912 | 43,5 | 3,06 | 139,4 | 4,07 | 1,280,0 | 8,71 | 18,139,3 | 86,54 | 17,0 | 2 | 19,619,2 | 1,02,40 | 10,37 |
| 9 | (a) to (d) | | 1st qr. of 1913 | 12,7 | 94 | 35,9 | 99 | 320,1 | 2,19 | 4,494,3 | 21,70 | 4,3 | 1 | 4,867,3 | 25,83 | 2,42 |
| | | | 1913-14. | 43,2 | 3,20 | 153,2 | 4,31 | 1,394,2 | 9,48 | 19,837,0 | 93,35 | 16,5 | 2 | 21,444,1 | 1,10,36 | 10,29 |
| | | South Indian. | 1909 | † | 80 | † | 1,53 | ... | ... | † | 18,29 | † | 11 | † | 20,82 | 2,83 |
| | | | 1910 | † | 95 | † | 1,65 | ... | ... | † | 20,06 | † | 9 | † | 22,75 | 3,18 |
| | | | 1911 | † | 92 | † | 1,77 | ... | ... | † | 20,81 | † | 17 | † | 23,47 | 3,30 |
| 10 | (a) | | 1912 | † | 1,07 | † | 2,02 | ... | ... | † | 22,46 | † | 12 | † | 25,67 | 3,51 |
| | | | 1st qr. of 1913 | † | 26 | † | 43 | ... | ... | † | 5,60 | † | 3 | † | 6,32 | 85 |
| | | | 1913-14. | † | 1,19 | † | 2,09 | ... | ... | † | 25,58 | † | 18 | † | 29,04 | 4,32 |
| | | 3' 3½" gauge. | | | | | | | | | | | | | | |
| | | Assam-Bengal. | 1909 | 9,3 | 67 | 21,4 | 54 | 23,4 | 25 | 3,326,6 | 17,86 | 2,9 | 1 | 3,382,6 | 19,33 | 2,25 |
| | | | 1910 | 10,6 | 72 | 24,2 | 57 | 39,1 | 40 | 3,590,4 | 19,11 | 5,3 | 1 | 3,669,6 | 20,81 | 2,67 |
| | | | 1911 | 11,8 | 83 | 25,6 | 64 | 55,1 | 55 | 4,094,3 | 21,50 | 11,3 | 4 | 4,198,1 | 23,56 | 2,44 |
| | | | 1912 | 13,5 | 87 | 26,6 | 64 | 85,0 | 77 | 4,546,8 | 23,81 | 14,1 | 5 | 4,686,0 | 26,14 | 3,19 |
| 11 | (a) | | 1st qr. of 1913 | 4,3 | 30 | 7,8 | 18 | 30,6 | 25 | 1,364,6 | 7,86 | 6,3 | 2 | 1,413,6 | 8,61 | 1,07 |
| | | | 1913-14. | 14,5 | 92 | 28,4 | 64 | 125,4 | 1,03 | 4,920,8 | 26,00 | 24,7 | 7 | 5,113,8 | 28,66 | 3,34 |
| | | Bengal and North-Western. | 1909 | 18,6 | 59 | 55,1 | 52 | 251,3 | 1,73 | 17,608,4 | 63,47 | 140,1 | 3 | 18,073,5 | 69,74 | 4,25 |
| | | | 1910 | 17,3 | 59 | 58,6 | 1,00 | 277,0 | 1,89 | 20,105,3 | 74,39 | 136,3 | 3 | 20,594,5 | 77,90 | 4,57 |
| | | | 1911 | 17,6 | 56 | 56,5 | 94 | 293,3 | 1,90 | 22,018,9 | 81,13 | 128,7 | 3 | 22,515,0 | 84,56 | 5,39 |
| | | | 1912 | 17,4 | 58 | 59,4 | 1,04 | 312,9 | 1,98 | 23,097,3 | 87,48 | 132,1 | 3 | 23,619,1 | 91,11 | 5,56 |
| 12 | (a) & (b) | | 1st qr. of 1913 | 5,2 | 19 | 15,4 | 28 | 76,9 | 51 | 5,696,9 | 21,23 | 25,1 | 1 | 5,818,9 | 22,22 | 2,06 |
| | | | 1913-14. | 18,2 | 65 | 67,7 | 1,16 | 360,8 | 2,34 | 25,646,2 | 98,98 | 122,9 | 3 | 26,215,8 | 1,06,16 | 5,52 |

* Information not available.
† Included with the South Indian railway, 3' 3½" gauge section.

**DIX 5—*contd.***

***of each railway system.***

| Total coaching traffic earnings. [In thousands.] | GOODS TRAFFIC. | | | | | | | | | | | | | Electric telegraph earnings. [In thousands] | Steamboat earnings [In thousands] | Sundry earnings. [In thousands] | Total gross earnings. [In thousands.] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MERCHANDISE, GENERAL. | | MILITARY STORES. | | COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS. | | REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION. | | LIVE-STOCK. | | OTHER GOODS TRAFFIC. | TOTAL GOODS TRAFFIC. | | | | | |
| | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands] | Earnings. [In thousands] | Tons. [In thousands] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] § | Earnings. [In thousands.] | Earnings. [In thousands] | Tons. [In thousands.] | Earnings. [In thousands.] | | | | |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 |
| Rs. | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | R |
| 2,96,04 | * | 3,71,82 | * | 2,09 | * | 7,05 | * | 51,04 | * | 1,63 | 10,70 | * | 4,44,33 | 77 | ... | 9,58 | 6,90,72 |
| 2,62,08 | * | 4,22,56 | * | 2,47 | * | 7,63 | * | 44,11 | * | 2,56 | 12,46 | * | 4,91,79 | 86 | ... | 15,63 | 7,70,35 |
| 2,92,86 | * | 4,54,55 | * | 3,54 | * | 9,49 | * | 46,02 | * | 3,15 | 10,35 | * | 5,27,23 | 95 | ... | 11,92 | 8,32,96 |
| 3,86,24 | * | 5,84,83 | * | 3,11 | * | 9,22 | * | 44,28 | * | 2,96 | 13,54 | * | 6,57,94 | 1,00 | ... | 12,21 | 9,57,39 |
| 78,48 | * | 1,09,75 | * | 1,26 | * | 2,19 | * | 16,66 | * | 1,13 | 3,59 | * | 1,34,78 | 24 | ... | 1,73 | 2,10,23 |
| 3,11,25 | * | 4,98,80 | * | 3,44 | * | 9,11 | * | 54,23 | * | 3,09 | 13,07 | * | 5,81,74 | 1,05 | 35 | 27,20 | 9,21,59 |
| 27,24 | * | 19,84 | * | 14 | * | 24 | * | 2,37 | * | 22 | 39 | * | 23,80 | 14 | ... | 49 | 51,07 |
| 28,94 | * | 20,09 | * | 21 | * | 43 | * | 2,39 | * | 41 | 35 | * | 23,88 | 15 | ... | 55 | 58,52 |
| 30,68 | * | 19,49 | * | 22 | * | 68 | * | 3,32 | * | 41 | 31 | * | 25,13 | 15 | ... | 49 | 56,45 |
| 31,37 | * | 20,40 | * | 1,23 | * | 67 | * | 3,24 | * | 67 | 36 | * | 26,57 | 14 | ... | 48 | 58,56 |
| 7,98 | * | 3,84 | * | 17 | * | 13 | * | 83 | * | 14 | 21 | * | 5,32 | 3 | ... | 27 | 13,90 |
| 34,64 | * | 22,74 | * | 1,07 | * | 74 | * | 2,78 | * | 52 | 72 | * | 28,57 | 15 | ... | 66 | 64,02 |
| 2,63,26 | 4,333 | 3,91,66 | 20 | 2,23 | 327 | 7,39 | 3,965 | 53,91 | 14 | 1,85 | 11,09 | 8,659 | 4,68,13 | 91 | ... | 10,07 | 7,42,39 |
| 2,91,02 | 4,835 | 4,42,65 | 30 | 2,68 | 386 | 8,06 | 5,188 | 46,50 | 21 | 2,97 | 12,81 | 10,460 | 5,15,67 | 1,01 | ... | 16,18 | 8,23,85 |
| 3,23,54 | 5,091 | 4,74,17 | 40 | 4,46 | 457 | 10,17 | 5,195 | 49,34 | 24 | 3,56 | 10,66 | 10,807 | 5,52,36 | 1,10 | ... | 12,41 | 8,89,41 |
| 3,17,61 | 6,190 | 6,05,25 | 59 | 4,34 | 483 | 9,89 | 4,552 | 47,52 | 25 | 3,63 | 13,90 | 11,309 | 6,84,51 | 1,14 | ... | 12,69 | 10,15,95 |
| 81,46 | 1,424 | 1,13,59 | 17 | 1,43 | 123 | 2,32 | 1,610 | 17,69 | 8 | 1,27 | 3,80 | 3,182 | 1,40,10 | 27 | ... | 2,00 | 2,23,83 |
| 3,45,89 | 6,000 | 5,21,54 | 61 | 4,51 | 483 | 9,85 | 5,719 | 57,01 | 25 | 3,61 | 13,79 | 12,288 | 6,10,31 | 1,20 | 35 | 37,86 | 9,85,61 |
| 82,32 | 1,433 | 59,12 | 7 | 38 | 77 | 2,13 | 730 | 9,63 | 1 | 33 | 59 | 2,238 | 72,18 | 35 | ... | 10,71 | 1,65,56 |
| 92,67 | 1,536 | 68,19 | 4 | 15 | 115 | 3,04 | 675 | 8,92 | 2 | 37 | 19 | 2,332 | 80,86 | 39 | ... | 13,16 | 1,67,09 |
| 1,01,78 | 1,674 | 74,61 | 8 | 22 | 157 | 3,84 | 1,076 | 9,13 | 3 | 62 | 63 | 2,918 | 89,04 | 47 | ... | 16,91 | 2,06,29 |
| 1,12,77 | 2,134 | 93,60 | 4 | 19 | 195 | 4,92 | 1,702 | 10,64 | 5 | 76 | 55 | 4,040 | 1,10,66 | 51 | ... | 25,66 | 2,49,60 |
| 28,25 | 534 | 21,74 | 1 | 6 | 53 | 1,26 | 476 | 3,55 | 1 | 22 | 48 | 1,065 | 27,31 | 13 | ... | 6,58 | 62,27 |
| 1,30,65 | 1,936 | 82,65 | 6 | 27 | 194 | 4,85 | 1,292 | 9,74 | 8 | 1,17 | 67 | 3,436 | 99,35 | 52 | ... | 25,57 | 2,46,09 |
| 23,65 | † | 30,27 | † | 30 | † | 6 | † | 1,00 | † | 16 | 21 | † | 32,00 | 5 | ... | 6,60 | 62,30 |
| 25,98 | † | 30,33 | † | 24 | † | 6 | † | 1,00 | † | 19 | 22 | † | 32,04 | 6 | ... | 5,36 | 63,39 |
| 26,77 | † | 33,46 | † | 21 | † | 4 | † | 72 | † | 23 | 23 | † | 36,88 | 7 | ... | 5,94 | 69,66 |
| 29,18 | † | 36,66 | † | 19 | † | 6 | † | 88 | † | 29 | 25 | † | 38,33 | 7 | ... | 6,58 | 74,16 |
| 7,17 | † | 9,59 | † | 4 | † | 1 | † | 27 | † | 7 | 6 | † | 10,04 | 2 | ... | 1,62 | 18,85 |
| 33,36 | † | 37,02 | † | 31 | † | 16 | † | 1,20 | † | 36 | 29 | † | 39,34 | 8 | ... | 6,77 | 79,55 |
| 21,58 | 404 | 19,83 | ... | 1 | 43 | 1,62 | 209 | 3,16 | ... | 4 | 23 | 661 | 24,91 | 20 | 17 | 2,29 | 49,15 |
| 23,48 | 399 | 20,36 | ... | 1 | 57 | 1,96 | 165 | 2,72 | ... | 5 | 30 | 631 | 25,40 | 19 | 5 | 2,58 | 51,70 |
| 26,20 | 415 | 21,08 | ... | ... | 65 | 2,28 | 184 | 2,65 | ... | 6 | 10 | 664 | 26,17 | 20 | ... | 3,19 | 55,76 |
| 29,33 | 499 | 25,57 | 1 | 9 | 74 | 2,59 | 145 | 2,51 | 1 | 25 | 35 | 720 | 31,36 | 22 | ... | 3,59 | 64,50 |
| 9,68 | 124 | 5,98 | ... | 1 | 20 | 56 | 38 | 69 | 1 | 8 | 12 | 183 | 7,36 | 7 | ... | 97 | 18,06 |
| 33,00 | 607 | 29,07 | ... | 2 | 75 | 1,92 | 150 | 2,16 | 2 | 25 | 44 | 834 | 33,86 | 23 | ... | 4,34 | 70,43 |
| ‡70,70 | 1,561 | 69,88 | ... | ... | 105 | 1,20 | 431 | 5,50 | 6 | 70 | 34 | 2,103 | 172,10 | 39 | 10,42 | 2,59 | 1,56,20 |
| ‡78,83 | 1,646 | 71,48 | ... | 3 | 113 | 1,31 | 534 | 6,75 | 8 | 99 | 20 | 2,301 | 174,44 | 44 | 10,77 | 3,24 | 1,67,72 |
| ‡86,03 | 1,882 | 84,31 | 1 | 3 | 128 | 1,56 | 536 | 7,09 | 10 | 1,19 | 28 | 2,557 | 186,35 | 49 | 12,07 | 3,51 | 1,88,45 |
| ‡92,35 | 2,066 | 97,57 | 1 | 3 | 160 | 2,32 | 530 | 6,98 | 16 | 1,75 | 37 | 2,763 | 199,23 | 52 | 12,06 | 6,64 | 2,10,80 |
| ‡25,23 | 575 | 26,50 | ... | ... | 52 | 67 | 119 | 1,62 | 6 | 75 | 7 | 752 | 126,93 | 14 | 2,64 | 2,22 | 55,16 |
| 11,04,32 | 1,934 | 84,10 | 1 | 1 | 150 | 2,24 | 422 | 5,75 | 23 | 2,97 | 43 | 2,430 | 188,25 | 51 | 11,14 | 5,23 | 2,09,45 |

* Information not available.
†Included with the South Indian railway, 3′ 3⅜″ gauge section.
‡ Excluding the Cawnpore-Burhwal (3′ 3⅜″ gauge link) earnings which, as to details, are included with the Bengal and North-Western railway and as to totals with the Oudh and Rohilkhand railway.
§ Live stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

# APPEN

*Details of gross earnings*

| Classification No. of Railway (Detailed in "Index" to Appendix I.) | | Railway system. | Year. | Coaching Traffic. | | | | | | | | | | | | Other coaching traffic earnings. [In thousands.] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Passenger Traffic. | | | | | | | | | | | | |
| | | | | 1st class. | | 2nd class. | | Inter. class. | | 3rd class. | | Season and vendors' tickets. | | Total. | | |
| Main head. | Sub-head. | | | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | No. of trips up and down on which the price of the tickets is based. [In hundreds.] | Earnings [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| | | 3' 3½" GAUGE —*contd.* | | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | Rs. |
| | | | 1909 | 9 | 3 | 2,7 | 5 | 14,1 | 7 | 665,0 | 2,42 | ... | ... | 682,7 | 2,57 | 29 |
| | | | 1910 | 1,2 | 5 | 3,2 | 5 | 17,4 | 9 | 672,9 | 2,39 | ... | ... | 694,7 | 2,58 | 31 |
| | | | 1911 | 1,0 | 5 | 4,0 | 7 | 20,0 | 10 | 735,0 | 2,61 | ... | ... | 760,0 | 2,83 | 36 |
| | | | 1912 | 2,0 | 7 | 4,1 | 6 | 24,5 | 12 | 846,5 | 2,99 | ... | ... | 877,1 | 3,24 | 40 |
| 13 | (*a*) & (*b*) | Bengal Dooars. | 1st qr. of 1913 | 8 | 3 | 1,7 | 2 | 6,3 | 3 | 264,8 | 1,02 | ... | ... | 273,6 | 1,10 | 41 |
| | | | 1913-14. | 2,2 | 7 | 4,9 | 7 | 32,4 | 14 | 951,6 | 3,26 | ... | ... | 991,1 | 3,54 | 46 |
| ... | ... | Bhavnagar-Gondal-Junagad-Porbandar. | 1909 | 6,9 | 25 | 46,0 | 74 | 78,5 | 56 | 2,555,7 | 13,99 | 5,8 | 1 | 2,692,9 | 15,55 | 1,29 |
| | | | 1910 | 7,1 | 24 | 48,9 | 77 | 97,5 | 69 | 2,958,5 | 15,95 | 52,6 | 7 | 3,164,6 | 17,62 | 1,33 |
| | | | 1911 | 2,7 | 8 | 19,0 | 30 | 28,8 | 23 | 1,342,6 | 7,08 | 4,4 | 1 | 1,397,5 | 7,70 | 54 |
| | | | 1912 | 2,6 | 8 | 22,3 | 32 | ... | ... | 1,358,5 | 7,25 | 5,4 | 1 | 1,388,7 | 7,66 | 62 |
| 14 | (*a*) & (*b*) | Bhavnagar. | 1st qr. of 1913 | 9 | 2 | 7,9 | 11 | ... | ... | 392,9 | 2,09 | 1,6 | ... | 402,7 | 2,22 | 15 |
| | | | 1913-14. | 2,7 | 7 | 34,0 | 32 | ... | ... | 1,449,7 | 7,32 | 19,2 | 2 | 1,495,6 | 7,73 | 64 |
| | | | 1909 | 29,9 | 1,65 | 120,3 | 2,61 | 231,1 | 2,91 | 19,182,5 | 84,09 | 42,7 | 6 | 19,556,5 | 91,32 | 9,75 |
| | | | 1910 | 27,8 | 2,17 | 102,3 | 3,11 | 229,1 | 2,75 | 22,314,9 | 98,87 | 53,4 | 8 | 22,727,5 | 1,06,98 | 10,07 |
| | | | 1911 | 33,6 | 2,89 | 111,2 | 3,74 | 303,7 | 3,85 | 23,523,7 | 1,04,99 | 51,5 | 7 | 24,012,7 | 1,15,54 | 13,01 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 1912 | 29,7 | 2,27 | 112,6 | 3,48 | 356,9 | 4,11 | 24,491,8 | 1,65,48 | 42,4 | 7 | 25,033,4 | 1,15,41 | 11,47 |
| | | | 1st qr. of 1913 | 9,5 | 91 | 33,5 | 99 | 92,2 | 1,00 | 6,295,6 | 27,18 | 10,7 | 2 | 6,441,5 | 30,10 | 2,41 |
| | | | 1913-14. | 31,0 | 2,78 | 125,3 | 3,84 | 366,7 | 3,90 | 27,189,6 | 1,14,10 | 40,9 | 7 | 27,75,35 | 1,24,69 | 11,61 |
| | | | 1909 | 56,1 | 2,89 | 171,1 | 3,12 | ... | ... | 19,936,2 | 75,17 | 388,8 | 24 | 20,502,2 | 81,42 | 4,83 |
| | | | 1910 | 55,4 | 3,00 | 166,8 | 3,11 | ... | ... | 20,930,6 | 74,94 | 397,8 | 27 | 21,550,6 | 81,32 | 4,74 |
| | | | 1911 | 55,8 | 3,07 | 173,0 | 3,22 | ... | ... | 22,597,7 | 80,66 | 471,8 | 29 | 23,297,3 | 87,25 | 5,14 |
| | | | 1912 | 60,4 | 3,07 | 189,5 | 3,47 | ... | ... | 24,963,7 | 88,10 | 490,2 | 32 | 25,706,8 | 94,96 | 5,98 |
| 15 | (*a*) to (*c*) | Burma ... | 1st qr. of 1913 | 16,3 | 1,10 | 53,5 | 94 | ... | ... | 7,174,6 | 26,51 | 150,5 | 11 | 7,394,9 | 28,66 | 1,94 |
| | | | 1913-14. | 65,9 | 3,44 | 224,1 | 4,14 | ... | ... | 27,625,2 | 98,73 | 751,9 | 44 | 28,667,1 | 1,01,75 | 6,64 |
| | | | 1909 | 2,2 | 1 | ... | ... | ... | ... | 308,4 | 41 | ... | ... | 310,6 | 42 | 1 |
| ... | ... | Deoghur. | 1910 | * | * | * | * | * | * | * | * | * | * | * | * | * |
| | | | 1911 | | | | Amalgamated with the East Indian railway system. | | | | | | | | | |
| | | | 1909 | 7,1 | 10 | 6,2 | 5 | ... | ... | 498,9 | 1,57 | ... | ... | 512,2 | 1,72 | 26 |
| | | | 1910 | 8,1 | 11 | 7,1 | 6 | ... | ... | 524,6 | 1,63 | ... | ... | 539,8 | 1,80 | 31 |
| | | | 1911 | 8,6 | 13 | 6,7 | 6 | ... | ... | 590,2 | 1,87 | ... | ... | 605,5 | 2,06 | 36 |
| | | | 1912 | 8,7 | 14 | 6,8 | 7 | ... | ... | 675,6 | 2,17 | ... | ... | 691,1 | 2,38 | 47 |
| 16 | (*a*) & (*b*) | Dibru- ... Sadiya. | 1st qr. of 1913 | 2,8 | 4 | 1,2 | 1 | 2,3 | 2 | 191,5 | 72 | ... | ... | 197,8 | 79 | 16 |
| | | | 1913-14. | 9,0 | 14 | 4,9 | 5 | 10,7 | 7 | 715,0 | 2,43 | ... | ... | 739,6 | 2,69 | 47 |
| | | | 1909 | † | 1,26 | † | 1,69 | † | 4,76 | † | 35,26 | † | 10 | † | 43,09 | 4,22 |
| | | | 1910 | † | 94 | † | 1,53 | † | 4,39 | † | 37,51 | † | 10 | † | 44,46 | 10,00 |
| | | | 1911 | † | 81 | † | 1,45 | † | 5,04 | † | 46,25 | † | 11 | † | 53,66 | 6,55 |
| | | | 1912 | † | 82 | † | 1,46 | † | 5,25 | † | 50,55 | † | 12 | † | 59,20 | 6,53 |
| 3 | (*b*) to (*d*). | Eastern Bengal. | 1st qr. of 1913 | † | 22 | † | 32 | † | 1,35 | † | 14,02 | † | 8 | † | 15,94 | 1,80 |
| | | | 1913-14. | † | 91 | † | 1,61 | † | 6,36 | † | 57,87 | † | 12 | † | 66,87 | 8,48 |
| | | | 1911 | 3,3 | 9 | 24,5 | 28 | 35,1 | 22 | 1,327,2 | 5,94 | 2,9 | ... | 1,393,0 | 6,53 | 45 |
| | | | 1912 | 3,6 | 10 | 32,6 | 37 | ... | ... | 1,267,6 | 6,16 | 1,8 | ... | 1,305,6 | 6,63 | 50 |
| 17 | (*a*) to (*c*) | Gondal-Porbandar. | 1st qr. of 1913 | 1,0 | 3 | 10,3 | 12 | ... | ... | 395,5 | 2,07 | 3 | ... | 407,1 | 2,22 | 10 |
| | | | 1913-14. | 3,5 | 12 | 36,0 | 42 | ... | ... | 1,401,1 | 6,99 | 1,8 | ... | 1,442,4 | 7,53 | 59 |

* Information not furnished.
† Included with the Eastern Bengal railway, 5' 6" gauge section.

**DIX 5.—*contd.***

***of each railway system.***

| Total coaching traffic earnings. [In thousands.] | GOODS TRAFFIC. | | | | | | | | | | | | | Electric telegraph earnings. [In thousands.] | Steam boat earnings. [In thousands.] | Sundry earnings. [In thousands.] | Total gross earnings. [In thousands.] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Merchandise, General. | | Military Stores. | | Coal and coke for the public and foreign railways. | | Revenue stores, including coal and materials for construction. | | Live-stock. | | Other goods traffic. | Total goods traffic. | | | | | |
| | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] ‡ | Earnings. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | | | | |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 |
| Rs. | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. |
| 2,86 | 83 | 6,40 | ... | ... | 19 | 75 | 6 | 4 | ... | ... | 10 | 108 | 7,29 | 1 | 18 | 21 | 10,55 |
| 2,89 | 87 | 6,96 | ... | ... | 22 | 92 | 14 | 11 | ... | ... | 6 | 123 | 8,05 | 2 | 17 | 32 | 11,45 |
| 3,19 | 93 | 7,14 | ... | ... | 24 | 1,05 | 23 | 17 | ... | ... | 5 | 140 | 8,41 | 2 | 16 | 24 | 12,02 |
| 3,64 | 108 | 8,46 | ... | ... | 34 | 1,50 | 19 | 16 | ... | ... | 5 | 161 | 10,17 | 3 | 18 | 32 | 14,34 |
| 1,21 | 25 | 1,43 | ... | ... | 9 | 44 | 3 | 3 | ... | ... | ... | 37 | 1,90 | 1 | 5 | 5 | 3,23 |
| 4,00 | 141 | 10,03 | ... | ... | 41 | 1,78 | 16 | 16 | ... | 1 | 4 | 198 | 12,02 | 3 | 19 | 17 | 16,41 |
| 16,84 | 318 | 10,40 | ... | ... | 11 | 11 | 28 | 17 | 1 | 4 | 3 | 358 | 10,75 | 20 | ... | 52 | 28,31 |
| 18,95 | 387 | 11,69 | ... | ... | 10 | 15 | 26 | 14 | 1 | 5 | 6 | 374 | 12,09 | 21 | ... | 33 | 32,08 |
| 8,24 | 189 | 6,76 | ... | ... | 6 | 7 | 21 | 11 | 2 | 10 | —1 | 218 | 6,53 | 8 | ... | 67 | 15,52 |
| 8,38 | 207 | 6,21 | ... | ... | 14 | 16 | 34 | 16 | 3 | 16 | 4 | 258 | 6,73 | 7 | ... | 32 | 15,40 |
| 2,37 | 40 | 1,33 | ... | ... | 3 | 3 | 5 | 3 | ... | 1 | ... | 48 | 1,40 | 2 | ... | 9 | 3,88 |
| 8,37 | 174 | 5,69 | ... | ... | 23 | 28 | 48 | 19 | 1 | 5 | 1 | 241 | 6,22 | 7 | ... | 61 | 15,30 |
| 1,01,07 | 2,050 | 1,47,15 | 5 | 63 | 175 | 2,69 | 325 | 6,26 | 18 | 2,19 | 33 | 2,578 | 1,59,25 | 55 | ... | 4,10 | 2,64,97 |
| 1,17,05 | 2,245 | 1,65,09 | 4 | 42 | 217 | 3,42 | 299 | 5,24 | 23 | 2,96 | 39 | 2,788 | 1,77,52 | 65 | ... | 4,76 | 2,99,82 |
| 1,28,55 | 2,526 | 1,74,12 | 4 | 45 | 245 | 3,74 | 494 | 6,89 | 27 | 3,59 | 41 | 3,296 | 1,89,20 | 70 | ... | 5,70 | 3,24,15 |
| 1,26,88 | 2,493 | 1,84,68 | 4 | 40 | 120 | 2,20 | 324 | 7,13 | 24 | 2,90 | 39 | 3,035 | 1,97,70 | 61 | ... | 7,21 | 3,32,40 |
| 32,51 | 635 | 48,25 | 1 | 8 | 37 | 70 | 115 | 1,72 | 7 | 80 | 3 | 795 | 51,58 | 16 | ... | 1,44 | 85,69 |
| 1,36,80 | 2,415 | 1,59,24 | 5 | 41 | 159 | 2,57 | 332 | 5,72 | 29 | 3,68 | 16 | 2,940 | 1,71,78 | 62 | ... | 6,82 | 3,15,52 |
| 86,25 | 1,632 | 90,09 | 3 | 16 | 4 | 26 | 1,236 | 7,29 | 7 | 1,83 | 30 | 2,932 | 99,93 | 20 | 60 | 7,71 | 1,94,69 |
| 86,06 | 1,886 | 96,07 | 3 | 16 | 10 | 60 | 1,097 | 7,20 | 8 | 2,37 | 24 | 2,956 | 1,06,54 | 20 | 70 | 4,76 | 1,98,26 |
| 92,39 | 1,982 | 98,57 | 4 | 17 | 12 | 78 | 1,034 | 7,17 | 9 | 2,94 | 24 | 2,941 | 1,09,87 | 23 | 81 | 3,41 | 2,06,71 |
| 1,00,94 | 1,909 | 1,02,07 | 5 | 19 | 10 | 1,15 | 893 | 6,73 | 10 | 3,00 | 39 | 2,887 | 1,13,53 | 25 | 81 | 3,52 | 2,19,05 |
| 30,60 | 852 | 39,67 | 2 | 10 | 2 | 20 | 118 | 96 | 2 | 81 | 6 | 956 | 41,90 | 8 | 25 | 1,64 | 74,37 |
| 1,08,39 | 2,368 | 1,23,65 | 6 | 26 | 14 | 1,23 | 745 | 6,10 | 11 | 3,38 | 21 | 3,144 | 1,33,83 | 30 | 88 | 3,55 | 2,46,95 |
| * 43 | * 15 | * 6 | ... | ... | * 4 | * 1 | ... | ... | ... | ... | ... | 19 | * 7 | ... | ... | ... | * 50 |
| | | | ... | ... | | | ... | ... | ... | ... | ... | | | ... | ... | * | * |
| 1,98 | 107 | 3,65 | ... | ... | 597 | 5,70 | 10 | 3 | ... | ... | 1 | 714 | 9,39 | 7 | ... | 43 | 11,90 |
| 2,11 | 113 | 3,70 | ... | ... | 577 | 5,63 | 13 | 5 | ... | ... | 2 | 708 | 9,40 | 6 | ... | 43 | 12,09 |
| 2,43 | 122 | 4,60 | ... | ... | 570 | 5,59 | 68 | 23 | ... | 1 | 1 | 758 | 9,90 | 6 | ... | 34 | 12,72 |
| 2,85 | 143 | 4,58 | ... | ... | 578 | 6,19 | 17 | 6 | ... | 1 | 2 | 738 | 10,86 | 6 | ... | 27 | 14,04 |
| 95 | 54 | 1,34 | ... | ... | 133 | 1,45 | 3 | 1 | ... | ... | ... | 190 | 2,80 | 2 | ... | 3 | 3,80 |
| 3,16 | 147 | 5,06 | ... | ... | 548 | 5,81 | 20 | 7 | ... | 1 | 4 | 710 | 10,99 | 6 | ... | 26 | 14,47 |
| 47,31 | † | 55,84 | † | 3 | † | 1,24 | † | 2,84 | † | 52 | 26 | † | 60,73 | 25 | 10,60 | 1,38 | 1,20,27 |
| 54,46 | † | 51,00 | † | 4 | † | 1,42 | † | 4,77 | † | 44 | 18 | † | 57,55 | 28 | 11,09 | 80 | 1,24,23 |
| 60,21 | † | 56,31 | † | ... | † | 1,32 | † | 7,67 | † | 62 | 29 | † | 67,41 | 30 | 12,16 | 47 | 1,40,55 |
| 64,72 | † | 61,88 | † | ... | † | 1,09 | † | 6,48 | † | 91 | 41 | † | 71,67 | 34 | 13,46 | 63 | 1,50,33 |
| 17,74 | † | 15,98 | † | ... | † | 75 | † | 2,52 | † | 36 | 12 | † | 19,73 | 8 | 3,93 | 4 | 41,52 |
| 75,35 | † | 71,37 | † | 1 | † | 2,75 | † | 7,21 | † | 1,87 | 59 | † | 84,30 | 35 | 15,37 | 96 | 1,76,33 |
| 6,98 | 194 | 4,38 | ... | ... | 7 | 7 | 12 | 10 | 2 | 7 | 1 | 215 | 4,63 | 10 | ... | 35 | 12,06 |
| 7,18 | 218 | 4,55 | ... | ... | 5 | 9 | 9 | 9 | 3 | 9 | 2 | 235 | 4,81 | 10 | ... | 38 | 12,45 |
| 2,32 | 62 | 1,87 | ... | ... | 2 | 3 | 6 | 5 | ... | ... | ... | 70 | 1,45 | 3 | ... | 34 | 4,14 |
| 8,12 | 236 | 5,23 | ... | .. | 9 | 10 | 9 | 9 | 1 | 2 | 1 | 255 | 5,45 | 9 | ... | 56 | 14,22 |

* Information not furnished.
† Included with the Eastern Bengal railway, 5' 6" gauge section.
‡ Live stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. = 0·025 ton.
An elephant = 2·50 tons.

| Classification No. of Railway (Detailed in "Index" to Appendix I.) | | Railway system. | Year. | Coaching Traffic. | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Passenger Traffic. | | | | | | | | | | | | | |
| | | | | 1st class. | | 2nd class. | | Inter. class. | | 3rd class. | | Season and vendors' tickets. | | Total. | | Other coaching traffic earnings. [In thousands.] |
| Main head. | Sub-head. | | | No. [In hundreds.] | Earnings. [In thousands] | No. [In hundreds.] | Earnings. [In thousands] | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | No. of trips up and down on which the price of the tickets is based. [In hundreds]. | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| | | 3' 3½" GAUGE —*contd.* | | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | Rs. |
| 7 | (c) & (d) | Hingoli Branch and Hyderabad-Godavari Valley. | 1909 | 4,5 | 29 | 42,1 | 95 | ... | ... | 2,275,4 | 9,82 | 19,7 | 5 | 2,341,7 | 11,11 | 1,02 |
| | | | 1910 | 4,5 | 28 | 35,0 | 96 | ... | ... | 2,153,7 | 10,06 | 27,5 | 6 | 2,220,7 | 12,26 | 1,14 |
| | | | 1911 | 5,4 | 35 | 37,4 | 1,05 | ... | ... | 1,981,4 | 10,30 | 40,2 | 7 | 2,064,4 | 11,77 | 1,47 |
| | | | 1912 | 6,0 | 49 | 38,9 | 98 | ... | ... | 2,309,6 | 12,42 | 40,5 | 3 | 2,395,0 | 13,92 | 2,24 |
| | | | 1st qr. of 1913 | 1,5 | 10 | 8,4 | 21 | ... | ... | 661,7 | 3,66 | 11,2 | 1 | 682,8 | 3,98 | 36 |
| | | | 1913-14. | 5,8 | 35 | 37,7 | 89 | ... | ... | 2,790,0 | 14,64 | 47,4 | 3 | 2,880,9 | 15,91 | 1,55 |
| 18 | (a) | Jamnagar | 1911 | 9 | 3 | 5,5 | 8 | 12,9 | 10 | 274,3 | 1,41 | 1,0 | ... | 294,6 | 1,62 | 16 |
| | | | 1912 | 5 | 2 | 6,6 | 9 | ... | ... | 273,7 | 1,48 | 1,2 | ... | 282,2 | 1,59 | 15 |
| | | | 1st qr. of 1913 | 1 | 1 | 2,3 | 3 | ... | ... | 88,3 | 51 | 4 | ... | 91,1 | 55 | 4 |
| | | | 1913-14. | 1,1 | 3 | 7,9 | 11 | ... | ... | 305,0 | 1,64 | 7 | ... | 314,7 | 1,78 | 22 |
| 19 | (a) to (e) | Jodhpur-Bikaner. | 1909 | 4,9 | 40 | 13,6 | 57 | 69,4 | 72 | 2,719,7 | 14,17 | ... | ... | 2,812,6 | 15,86 | 1,75 |
| | | | 1910 | 3,7 | 28 | 22,3 | 66 | 86,9 | 90 | 3,530,6 | 18,28 | ... | ... | 3,643,5 | 20,12 | 2,17 |
| | | | 1911 | 4,2 | 38 | 26,0 | 77 | 98,7 | 1,18 | 4,261,7 | 22,37 | 4 | ... | 4,391,0 | 24,70 | 2,56 |
| | | | 1912 | 5,2 | 36 | 25,0 | 78 | 100,2 | 1,15 | 4,346,0 | 21,83 | ... | ... | 4,476,4 | 24,12 | 2,72 |
| | | | 1st qr. of 1913 | 2,5 | 17 | 7,3 | 22 | 28,3 | 30 | 1,237,6 | 6,21 | ... | ... | 1,275,7 | 6,90 | 71 |
| | | | 1913-14. | 6,1 | 48 | 31,4 | 91 | 133,3 | 1,32 | 4,908,0 | 24,59 | ... | ... | 5,078,8 | 27,30 | 3,00 |
| 20 | (a) | Junagad | 1911 | 1,2 | 3 | 12,8 | 10 | 18,0 | 8 | 595,4 | 2,14 | 6,5 | 1 | 633,4 | 2,36 | 16 |
| | | | 1912 | 1,8 | 3 | 20,3 | 16 | ... | ... | 732,6 | 2,56 | 1,9 | 1 | 756,6 | 2,76 | 21 |
| | | | 1st qr. of 1913 | 5 | 1 | 6,2 | 5 | ... | ... | 231,2 | 81 | 1,0 | ... | 238,9 | 87 | 5 |
| | | | 1913-14. | 1,8 | 3 | 26,1 | 20 | ... | ... | 867,5 | 3,13 | 2,2 | ... | 897,6 | 3,36 | 21 |
| 6 | (c) to (l) | Madras and Southern Mahratta. | 1909 | * | 1,66 | * | 2,52 | ... | ... | * | 50,71 | * | 3 | * | 54,92 | 6,40 |
| | | | 1910 | * | 1,62 | * | 2,28 | ... | ... | * | 53,91 | * | 6 | * | 58,57 | 6,74 |
| | | | 1911 | * | 1,67 | * | 2,24 | * | 1 | * | 53,33 | * | 6 | * | 57,91 | 7,35 |
| | | | 1912 | * | 1,67 | * | 3,20 | * | 1 | * | 58,70 | * | 6 | * | 63,64 | 7,79 |
| | | | 1st qr. of 1913 | * | 39 | * | 78 | * | ... | * | 15,91 | * | 3 | * | 17,11 | 1,96 |
| | | | 1913-14. | * | 1,76 | * | 3,43 | * | 49 | * | 64,81 | * | 9 | * | 70,58 | 8,56 |
| 21 | (a) | Morvi ... | 1909 | 1,9 | 8 | 10,8 | 19 | 116,8 | 97 | 269,9 | 1,70 | ... | ... | 399,4 | 2,94 | 27 |
| | | | 1910 | 2,1 | 10 | 9,8 | 23 | 139,0 | 1,17 | 311,3 | 1,94 | ... | ... | 462,2 | 3,44 | 35 |
| | | | 1911 | 2,3 | 13 | 9,2 | 24 | 114,6 | 95 | 364,6 | 2,46 | ... | ... | 490,7 | 3,78 | 36 |
| | | | 1912 | 2,5 | 10 | 12,7 | 23 | ... | ... | 496,6 | 3,75 | ... | ... | 513,8 | 4,08 | 36 |
| | | | 1st qr. of 1913 | 1,0 | 4 | 3,8 | 7 | ... | ... | 150,1 | 1,15 | 4 | ... | 155,3 | 1,26 | 10 |
| | | | 1913-14. | 3,0 | 12 | 15,1 | 28 | ... | ... | 587,8 | 4,33 | 6 | ... | 606,5 | 4,73 | 52 |
| 10 | (c) | Nilgiri... | 1909 | † | 34 | † | 26 | ... | ... | † | 82 | † | 2 | † | 1,44 | 58 |
| | | | 1910 | † | 45 | † | 15 | ... | ... | † | 94 | † | 2 | † | 1,56 | 80 |
| | | | 1911 | † | ... | † | 52 | ... | ... | † | 98 | † | 3 | † | 1,53 | " 1,13 |
| | | | 1912 | † | 56 | ... | ... | ... | ... | † | 1,07 | † | 3 | † | 1,68 | |
| | | | 1st qr of 1913 | † | 11 | ... | ... | ... | ... | † | 26 | † | ... | † | 37 | 21 |
| | | | 1913-14. | ... | ... | ... | ... | ... | ... | ... | ... | Included with the South Indian railway | | | | |

* Included with the Madras and Southern Mahratta railway, 5' 6" gauge section.
† Included with the South Indian railway, 3' 3½" gauge section.

**DIX5** —*contd.*

*of each railway system.*

| Total coaching traffic earnings. [In thousands.] | GOODS TRAFFIC. | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Merchandise, General. | | Military Stores. | | Coal and coke for the public and foreign railways. | | Revenue stores, including coal and materials for construction. | | Live-stock. | | Other goods traffic. | Total goods traffic. | | Electric telegraph earnings. [In thousands.] | Steam boat earnings. [In thousands.] | Sundry earnings. [In thousands.] | Total gross earnings. [In thousands.] |
| | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] ‡ | Earnings. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | | | | |
| 19 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 |
| Rs. | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. |
| 12,13 | 235 | 18,12 | ... | 1 | 12 | 47 | 161 | 83 | 1 | 10 | 7 | 409 | 19,60 | 12 | ... | 70 | 32,55 |
| 13,40 | 247 | 20,31 | 1 | 4 | 13 | 54 | 157 | 1,31 | ... | 4 | 9 | 413 | 22,23 | 12 | ... | 81 | 36,56 |
| 13,24 | 241 | 18,80 | 1 | 5 | 6 | 21 | 138 | 1,28 | ... | 4 | 10 | 395 | 20,58 | 14 | ... | 1,01 | 34,97 |
| 16,16 | 297 | 24,60 | 1 | 4 | 14 | 52 | 311 | 1,54 | ... | 7 | 19 | 623 | 26,87 | 16 | ... | 1,07 | 44,26 |
| *4,34 | 86 | 7,96 | ... | ... | 4 | 15 | 62 | 39 | ... | 1 | 5 | 152 | 8,56 | 3 | ... | 15 | 13,08 |
| 17,46 | 281 | 23,35 | 2 | 4 | 26 | 96 | 173 | 1,26 | ... | 6 | 12 | 482 | 25,79 | 13 | ... | 1,13 | 44,51 |
| 1,78 | 26 | 61 | ... | ... | ... | ... | ... | 1 | ... | ... | ... | 26 | 62 | 2 | ... | 4 | 2,46 |
| 1,74 | 32 | 58 | ... | ... | ... | 1 | ... | ... | ... | ... | ... | 32 | 59 | 2 | ... | 3 | 2,38 |
| 59 | 7 | 17 | ... | ... | ... | ... | 1 | 1 | ... | ... | ... | 8 | 18 | ... | ... | 2 | 79 |
| 2,00 | *40 | 81 | ... | ... | 1 | 2 | 2 | 2 | ... | 1 | ... | 43 | 86 | 2 | ... | 4 | 2,93 |
| 17,61 | 420 | 16,89 | 1 | 6 | 11 | 13 | 197 | 1,48 | ... | 5 | 4 | 629 | 18,65 | 13 | ... | 1,16 | 37,55 |
| 22,29 | 521 | 22,04 | ... | 4 | 15 | 15 | 151 | 1,37 | ... | 6 | 6 | 687 | 24,32 | 14 | ... | 86 | 47,51 |
| 27,26 | 831 | 31,59 | ... | 3 | 18 | 21 | 127 | 1,64 | 1 | 11 | 7 | 977 | 33,65 | 13 | ... | 1,11 | 62,15 |
| 26,84 | 1,051 | 40,62 | 1 | 2 | 20 | 23 | 107 | 1,68 | 1 | 11 | 6 | 1,180 | 42,72 | 13 | ... | 73 | 70,42 |
| 7,61 | 258 | 9,53 | ... | 2 | 8 | 11 | 24 | 32 | ... | 3 | 3 | 290 | 10,04 | 3 | ... | 18 | 17,86 |
| 30,30 | 946 | 34,83 | 1 | 4 | 24 | 28 | 214 | 2,69 | 2 | 14 | 6 | 1,187 | 38,24 | 14 | ... | 1,15 | 69,83 |
| 2,52 | 69 | 1,70 | ... | ... | 1 | 1 | 17 | 11 | ... | 1 | —1 | 87 | 1,82 | 3 | ... | 9 | 4,46 |
| 2,97 | 85 | 2,04 | ... | ... | 1 | 1 | 17 | 11 | ... | 1 | ... | 103 | 2,17 | 3 | ... | 16 | 5,33 |
| 92 | 24 | 64 | ... | ... | ... | 1 | 4 | 2 | ... | ... | ... | 28 | 67 | 1 | ... | 3 | 1,63 |
| 3,57 | 102 | 2,27 | ... | ... | 5 | 2 | 16 | 10 | ... | 1 | ... | 123 | 2,40 | 4 | ... | 18 | 6,19 |
| 61,32 | * | 86,64 | * | 31 | * | 1,60 | * | 6,17 | * | 37 | 33 | * | 95,42 | 31 | 3,24 | 1,68 | 1,61,97 |
| 65,31 | * | 92,40 | * | 30 | * | 57 | * | 4,93 | * | 39 | 32 | * | 98,91 | 31 | 3,98 | 2,35 | 1,70,96 |
| 65,26 | * | 1,01,23 | * | 27 | * | 92 | * | 4,64 | * | 43 | 38 | * | 1,07,87 | 34 | 3,74 | 2,72 | 1,79,93 |
| 71,43 | * | 1,03,93 | * | 22 | * | 97 | * | 4,74 | * | 48 | 43 | * | 1,10,77 | 31 | 3,17 | 2,26 | 1,87,94 |
| 19,07 | * | 29,53 | * | 2 | * | 34 | * | 1,43 | * | 15 | 15 | * | 31,02 | 9 | 1,05 | 49 | 52,32 |
| 79,14 | * | 1,09,86 | * | 18 | * | 1,16 | * | 5,35 | * | 49 | 46 | * | 1,17,40 | 33 | 3,84 | 2,24 | 2,02,95 |
| 3,21 | 63 | 1,42 | ... | ... | 1 | 2 | 1 | 1 | ... | 1 | ... | 64 | 1,46 | 3 | ... | 2 | 4,72 |
| 3,79 | 51 | 1,33 | ... | ... | 1 | 1 | 6 | 4 | ... | 1 | ... | 58 | 1,44 | 4 | ... | 2 | 5,29 |
| 4,14 | 63 | 2,07 | ... | ... | 1 | 1 | 7 | 5 | ... | 2 | 1 | 76 | 2,16 | 4 | ... | 2 | 6,36 |
| 4,44 | 87 | 2,54 | ... | ... | 2 | 3 | 8 | 6 | ... | 2 | 1 | 97 | 2,66 | 4 | ... | 11 | 7,25 |
| 1,36 | 18 | 47 | ... | ... | 2 | 2 | 1 | 2 | ... | 1 | ... | 21 | 52 | 1 | ... | 2 | 1,91 |
| 5,25 | 73 | 2,14 | ... | ... | 8 | 12 | 6 | 5 | 1 | 2 | 1 | 88 | 2,34 | 3 | ... | 15 | 7,77 |
| 2,02 | † | 1,49 | † | 24 | † | 5 | † | 25 | ... | ... | 1 | † | 2,04 | ... | ... | 3 | 4,09 |
| 2,36 | † | 1,78 | † | 20 | † | 5 | † | 15 | ... | ... | 1 | † | 2,19 | ... | ... | 2 | 4,57 |
| 2,51 | † | 2,06 | † | 15 | † | 2 | † | 18 | ... | ... | 1 | † | 2,42 | 1 | ... | 1 | 4,85 |
| 2,79 | † | 2,05 | † | 17 | † | 2 | † | 14 | ... | ... | 1 | † | 2,39 | 1 | ... | 3 | 5,22 |
| 58 | † | 57 | † | 4 | ... | ... | † | 6 | ... | ... | ... | † | 67 | ... | ... | ... | 1,25 |
| (3′ 3½″ gauge.) | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

* Included with the Madras and Southern Mahratta railway, 5′ 6″ gauge section.
† Included with the South Indian railway, 3′ 3½″ gauge section.
‡ Live stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

| Classification no. of Railway (Detailed in "Index" to Appendix I.) | | Railway system. | Year. | Coaching traffic. | | | | | | | | | | | | Other coaching traffic earnings. [In thousands.] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Passenger traffic. | | | | | | | | | | | | |
| | | | | 1st class. | | 2nd class. | | Inter. class. | | 3rd class. | | Season and vendors' tickets. | | Total. | | |
| Main head. | Sub-head. | | | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | No. of trips up and down on which the price of the tickets is based. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| | | 3′ 3¼″ gauge —*concld.* | | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | Rs. |
| | | | 1909 | 6,9 | 54 | 24,3 | 91 | 29,0 | 27 | 3,322,3 | 10,54 | 7,2 | 1 | 3,389,7 | 12,27 | 1,20 |
| | | | 1910 | 6,1 | 49 | 24,4 | 98 | 31,7 | 30 | 3,852,2 | 11,61 | 6,6 | 1 | 3,921,0 | 13,39 | 1,35 |
| | | | 1911 | 5,8 | 47 | 23,9 | 92 | 33,6 | 31 | 4,007,5 | 12,26 | 5,4 | 1 | 4,076,2 | 13,97 | 1,33 |
| | | | 1912 | 6,3 | 52 | 24,9 | 1,01 | 34,8 | 33 | 4,843,2 | 14,66 | 4,5 | 1 | 4,913,7 | 16,53 | 1,60 |
| 24 | (a) & (b) | Rohilkund and Kumaon. | 1st qr. of 1913 | 1,3 | 9 | 6,0 | 23 | 8,4 | 7 | 1,193,0 | 3,55 | ... | ... | 1,208,7 | 3,94 | 34 |
| | | | 1913-14. | 6,5 | 54 | 24,6 | 89 | 41,0 | 38 | 5,196,6 | 15,47 | 3,6 | 1 | 5,272,3 | 17,29 | 1,65 |
| | | | 1909 | * | 7 | * | 18 | ... | ... | * | 2,65 | * | 1 | * | 2,91 | 16 |
| | | | 1910 | * | 9 | * | 21 | ... | ... | * | 2,88 | * | 1 | * | 3,19 | 20 |
| | | | 1911 | * | 10 | * | 20 | ... | ... | * | 3,06 | * | 1 | * | 3,37 | 19 |
| | | | 1912 | * | 11 | * | 23 | ... | ... | * | 3,23 | * | 1 | * | 3,57 | 20 |
| 10 | (f) | Shoranur-Cochin. | 1st qr. of 1913 | * | 3 | * | 6 | ... | ... | * | 84 | * | ... | * | 93 | 5 |
| | | | 1913-14. | ... | ... | ... | ... | ... | ... | ... | ... | Included with the South Indian railway | | | | |
| | | | 1909 | †47,2 | 1,80 | †320,8 | 3,72 | ... | ... | †30,528,5 | 85,62 | †1,093,6 | 37 | †37,990,1 | 91,91 | 5,81 |
| | | | 1910 | †52,6 | 1,78 | †331,4 | 3,96 | ... | ... | †32,479,9 | 86,02 | †1,195,4 | 49 | †34,059,3 | 92,25 | 5,94 |
| | | | 1911 | †46,6 | 1,85 | †293,4 | 4,15 | ... | ... | †36,122,1 | 92,55 | †1,426,7 | 53 | †37,987,8 | 99,08 | 6,64 |
| | | | 1912 | †80,5 | 1,94 | †409,4 | 4,62 | ... | ... | †40,868,8 | 1,02,15 | †1,816,1 | 61 | †42,924,3 | 1,09,32 | 7,04 |
| 10 | (b) to (e) | South Indian. | 1st qr. of 1913 | †19,8 | 66 | † 96,5 | 1,09 | ... | ... | †10,071,1 | 28,86 | †459,3 | 16 | †10,646,7 | 25,77 | 1,72 |
| | | | 1913-14. | †87,8 | ‡2,81 | †427,6 | ‡5,23 | ... | ... | †44,646,8 | ‡1,11,98 | ‡2,034,8 | ‡75 | †47,197,0 | ‡1,20,77 | ‡8,91 |
| | | | 1909 | 1,0 | 7 | 2,1 | 6 | 2,2 | 2 | 266,9 | 1,24 | 5 | ... | 272,7 | 1,39 | 10 |
| | | | 1910 | 1,0 | 6 | 1,7 | 5 | 1,9 | 2 | 295,7 | 1,27 | 5 | ... | 300,8 | 1,40 | 11 |
| | | | 1911 | 1,0 | 8 | 2,2 | 6 | 1,6 | 2 | 343,8 | 1,55 | 5 | ... | 349,1 | 1,71 | 13 |
| | | | 1912 | 1,0 | 8 | 2,3 | 7 | 1,9 | 2 | 359,8 | 1,37 | 5 | ... | 365,5 | 1,54 | 16 |
| 25 | (a) | Udaipur-Chitorgarh. | 1st qr. of 1913 | 4 | 3 | 7 | 2 | 6 | ... | 94,2 | 41 | 1 | ... | 96,0 | 46 | 3 |
| | | | 1913-14. | 1,4 | 9 | 2,1 | 6 | 1,8 | 2 | 401,8 | 1,72 | 5 | ... | 407,6 | 1,89 | 13 |
| | | 2′ 6″ gauge | | | | | | | | | | | | | | |
| | | | 1911 | 4 | 1 | ... | ... | 3,7 | 3 | 226,5 | 1,00 | ... | ... | 230,6 | 1,04 | 8 |
| | | | 1912 | 6 | 2 | ... | ... | 4,9 | 5 | 285,4 | 1,28 | ... | ... | 290,9 | 1,35 | 6 |
| 27 | (a) | Arrah-Sasaram Light. | 1st qr. of 1913 | 1 | ... | ... | ... | 1,3 | 1 | 86,3 | 35 | ... | ... | 87,7 | 36 | 1 |
| | | | 1913-14. | 7 | 2 | ... | ... | 4,6 | 4 | 389,6 | 1,32 | ... | ... | 394,9 | 1,38 | 5 |
| | | | 1909 | 2 | 1 | 2,3 | 2 | 12,8 | 7 | 439,8 | 1,42 | 21,1 | 3 | 476,2 | 1,55 | 6 |
| | | | 1910 | 2 | 1 | 2,7 | 3 | 11,3 | 7 | 502,4 | 1,80 | 21,6 | 3 | 538,3 | 1,94 | 12 |
| | | | 1911 | 4 | 1 | 2,9 | 3 | 14,6 | 9 | 615,8 | 2,14 | 36,8 | 6 | 670,5 | 2,33 | 9 |
| | | | 1912 | 4 | 1 | 3,5 | 4 | 17,2 | 11 | 701,2 | 2,51 | 49,5 | 7 | 771,8 | 2,74 | 13 |
| 29 | (a) | Barasat-Basirhat Light. | 1st qr. of 1913 | 1 | ... | 1,0 | 1 | 6,2 | 4 | 199,0 | 68 | 13,2 | 2 | 219,5 | 75 | 3 |
| | | | 1913-14. | 5 | 1 | 3,7 | 4 | 24,6 | 16 | 747,5 | 2,46 | 62,6 | 8 | 838,9 | 2,75 | 10 |
| | | | 1909 | 4 | 1 | 2,8 | 5 | ... | ... | 732,3 | 3,41 | ... | ... | 735,5 | 3,47 | 8 |
| | | | 1910 | 5 | 1 | 3,7 | 6 | ... | ... | 800,3 | 3,65 | ... | ... | 804,5 | 3,72 | 10 |
| | | | 1911 | 5 | 1 | 2,8 | 5 | ... | ... | 776,5 | 3,64 | ... | ... | 779,8 | 3,70 | 12 |
| | | | 1912 | 3 | 2 | 3,4 | 6 | ... | ... | 913,0 | 4,65 | ... | ... | 916,7 | 4,73 | 13 |
| 30 | (a) | Barsi Light. | 1st qr. of 1913 | 1 | 1 | 1,0 | 2 | ... | ... | 218,3 | 1,16 | ... | ... | 219,4 | 1,19 | 4½ |
| | | | 1913-14. | 4 | 2 | 4,1 | 8 | ... | ... | 1,061,7 | 6,09 | 3 | ... | 1,066,5 | 6,19 | 19 |

Included with the South Indian railway, 3′ 3¼″ gauge section.

† Includes figures for the Nilgiri, Shoranur-Cochin, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways.

‡ Includes figures for the Nilgiri and Shoranur-Cochin Railways.

## DIX 5—*contd.*

*of each railway system.*

| Total coaching traffic earnings. [In thousands.] | GOODS TRAFFIC. | | | | | | | | | | | | | Electric telegraph earnings. [In thousands] | Steam boat earnings. [In thousands | Sundry earnings. [In thousands.] | Total gross earnings. [In thousands.] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MERCHANDISE, GENERAL. | | MILITARY STORES. | | COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS. | | REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION. | | LIVE-STOCK. | | OTHER GOODS TRAFFIC. | TOTAL GOODS TRAFFIC. | | | | | |
| | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands] | Earnings. [In thousands] | Tons. [In thousands] | Earnings. [In thousands] | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | Earnings. [In thousands] | Tons. [In thousands.] | Earnings. [In thousands.] | | | | |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 |
| | | Rs. | | Rs. | | Rs. | | Rs. | | Rs | Rs. | | Rs | Rs. | Rs. | Rs. | Rs. |
| 13,47 | 512 | 13,68 | 9 | 16 | 5 | 6 | 135 | 1,'0 | ... | ... | 12 | 661 | 15,12 | 8 | ... | 1,21 | 29,88 |
| 14,74 | 539 | 13,99 | 6 | 11 | 5 | 5 | 115 | 1,35 | ... | 1 | ... | 665 | 15,51 | 9 | ... | 1,87 | 31,71 |
| 15,80 | 556 | 15,32 | 3 | 7 | 6 | 5 | 80 | 73 | ... | 3 | 1 | 645 | 16,21 | 10 | ... | 2,53 | 34,14 |
| 18,13 | 631 | 18,58 | 8 | 14 | 5 | 5 | 85 | 47 | ... | 3 | 10 | 729 | 19,37 | 10 | ... | 4,08 | 41,68 |
| 4,28 | 189 | 6,22 | 3 | 6 | 2 | 2 | 28 | 16 | ... | 1 | 2 | 222 | 6,49 | 3 | ... | 75 | 11,55 |
| 18,94 | 574 | 18,19 | 5 | 16 | 7 | 7 | 103 | 73 | ... | 1 | 15 | 669 | 19,31 | 9 | ... | 3,01 | 41,35 |
| 3,07 | † | 2,00 | ... | ... | ... | ... | † | 2 | ... | 1 | 3 | † | 2,03 | 1 | ... | 2 | 5,16 |
| 3,39 | † | 2,13 | ... | ... | ... | ... | † | 2 | ... | ... | 4 | † | 2,19 | 1 | ... | 4 | 5,63 |
| 3,56 | † | 2,33 | ... | ... | ... | ... | † | 4 | ... | 1 | 5 | † | 2,43 | 1 | ... | 1 | 6,01 |
| 3,77 | † | 2,41 | ... | ... | ... | ... | † | 4 | ... | 1 | 5 | † | 2,51 | 1 | ... | 1 | 6,30 |
| 98 | † | 60 | ... | ... | ... | ... | † | ... | ... | ... | 2 | † | 62 | 1 | ... | ... | 1,61 |
| (3' 3½" gauge.) | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 96,82 | ‡2,166 | 61,91 | ‡3 | 5 | ‡29 | 31 | ‡401 | 1,90 | ‡9 | 35 | 49 | ‡2,601 | 65,04 | 31 | ... | 2,69 | 1,64,86 |
| 98,19 | ‡2,280 | 66,67 | ‡3 | 5 | ‡29 | 45 | ‡391 | 2 13 | ‡14 | 69 | 61 | ‡2,717 | 70,58 | 34 | ... | 2,90 | 1,71,41 |
| 1,05,73 | ‡2,529 | 73,88 | ‡3 | 6 | ‡30 | 79 | ‡385 | 2 60 | ‡19 | 91 | 74 | ‡2,955 | 83,58 | 38 | ... | 2,20 | 1,91,68 |
| 1,16,36 | ‡2,659 | 82,70 | ‡2 | 5 | ‡38 | 84 | ‡412 | 2,84 | ‡20 | 111 | 93 | ‡3,161 | 88,49 | 41 | ... | 4,38 | 2,09,64 |
| 27,49 | ‡725 | 22,18 | ‡1 | 1 | ‡16 | 33 | ‡112 | 71 | ‡4 | 32 | 30 | ‡858 | 23,85 | 11 | ... | 1,64 | 53,99 |
| §1,29,68 | ‡2,632 | §85,48 | ‡3 | §24 | ‡47 | §1,02 | ‡541 | §3,19 | ‡23 | §1,28 | §1,26 | ‡3,246 | §92,47 | §47 | §6 | §4,29 | §2,26,97 |
| 1,49 | 21 | 87 | ... | ... | ... | 1 | 1 | 1 | ... | ... | 1 | 22 | 90 | 1 | ... | 3 | 2,43 |
| 1,51 | 22 | 92 | ... | ... | ... | 1 | 1 | 1 | ... | ... | 1 | 23 | 95 | 2 | ... | 4 | 2,52 |
| 1,84 | 20 | 91 | ... | ... | 1 | 1 | ... | ... | ... | 1 | 1 | 21 | 94 | 1 | ... | 5 | 2,84 |
| 1,70 | 29 | 1,22 | ... | .. | ... | ... | 2 | 1 | ... | ... | 3 | 31 | 1,26 | 1 | ... | 8 | 3,05 |
| 49 | 8 | 39 | ... | ... | ... | ... | 1 | ... | ... | ... | 1 | 9 | 40 | 1 | ... | 2 | 92 |
| 2,02 | 21 | 1,02 | ... | ... | 1 | 1 | 1 | 1 | ... | ... | 2 | 23 | 1,06 | 1 | ... | 10 | 3,19 |
| 1,12 | 8 | 20 | ... | ... | ... | 1 | ... | ... | ... | ... | ... | 8 | 21 | ... | ... | ... | 1,33 |
| 1,41 | 18 | 31 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 18 | 31 | ... | ... | ... | 1,72 |
| 37 | 3 | 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | 5 | ... | ... | 3 | 45 |
| 1,43 | 23 | 43 | ... | ... | 1 | 1 | ... | ... | ... | ... | ... | 24 | 44 | ... | ... | 7 | 1,94 |
| 1,61 | 2 | 13 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 13 | ... | ... | ... | 1,74 |
| 2,06 | 13 | 29 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 13 | 29 | ... | ... | 1 | 2,24 |
| 2,42 | 17 | 35 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 17 | 35 | ... | ... | 1 | 2,78 |
| 2,87 | 27 | 50 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 27 | 50 | ... | ... | 1 | 3,38 |
| 78 | 5 | 13 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 | 13 | ... | ... | ... | 91 |
| 2,85 | 21 | 42 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 21 | 42 | ... | ... | 1 | 3,28 |
| 3,55 | 97 | 2,68 | ... | ... | 1 | 2 | 12 | 6 | ... | ... | 2 | 110 | 2,78 | 2 | ... | 10 | 6,45 |
| 3,68 | 102 | 2,89 | ... | ... | 2 | 4 | 4 | 1 | ... | ... | 3 | 108 | 2,97 | 2 | ... | 17 | 6,98 |
| 3,82 | 105 | 3,25 | ... | ... | 2 | 4 | 6 | 3 | ... | ... | 3 | 113 | 3,35 | 3 | ... | 25 | 7,45 |
| 4,86 | 125 | 4,89 | ... | ... | 3 | 12 | 11 | 3 | ... | ... | 5 | 139 | 5,09 | 4 | ... | 32 | 10,81 |
| 1,23 | 36 | 1,65 | ... | ... | 3 | 10 | 4 | 1 | ... | ... | 1 | 43 | 1,77 | 2 | ... | 8 | 3,10 |
| 6,38 | 144 | 6,08 | ... | ... | 7 | 24 | 12 | 3 | 1 | ... | 5 | 164 | 6,40 | 5 | ... | 35 | 13,18 |

* Live-stock has been converted into tons at—

A head of cattle, or a pony or horse ... ... =0·25 ton.
A head of sheep, goat, etc. ... ... ... =0·025 ton.
An elephant ... ... ... =2·50 tons.

† Included with the South Indian railway, 3' 3½" gauge section.
‡ Includes figures for the Nilgiri, Shoranur-Cochin, Morappur-Dharmapuri and Tirupattur-Krishnagiri railways.
§ Includes figures for the Nilgiri and Shoranur Cochin railways.

# APPEN

*Details of gross earnings*

| Classification No. of Railway (Detailed in "Index" to Appendix 1.) | | Railway system. | Year. | Coaching traffic. | | | | | | | | | | | | Other coaching traffic earnings. [In thousands.] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Passenger Traffic. | | | | | | | | | | | | |
| | | | | 1st class. | | 2nd class. | | Inter. class. | | 3rd class. | | Season and vendors' tickets. | | Total. | | |
| Main head. | Sub-head. | | | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | Number of trips up and down on which the price of the tickets is based. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| | | 2' 6" Gauge —*contd.* | | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | Rs. |
| 31 | (a) | Bowringpet-Kolar. | 1913-14. | ... | ... | 3 | ... | ... | ... | 35,0 | 6 | ... | ... | 35,3 | 6 | ... |
| 32 | (a) | Bukhtiarpore-Bihar Light. | 1909 | 1,0 | 1 | 1,9 | 1 | 13,1 | 6 | 395,5 | 1,00 | ... | ... | 411,5 | 1,08 | 4 |
| | | | 1910 | 9 | 1 | 1,9 | 1 | 13,5 | 7 | 349,2 | 78 | ... | ... | 365,5 | 87 | 4 |
| | | | 1911 | 6 | 1 | 2,1 | 1 | 13,5 | 7 | 360,5 | 78 | ... | ... | 376,7 | 87 | 4 |
| | | | 1912 | 8 | 1 | 2,3 | 2 | 16,7 | 8 | 686,2 | 1,89 | ... | ... | 706,5 | 2,00 | 4 |
| | | | 1st qr. of 1913 | 2 | ... | 7 | ... | 3,3 | 2 | 86,4 | 21 | ... | ... | 90,6 | 23 | 2 |
| | | | 1913-14. | 8 | 1 | 2,3 | 2 | 12,9 | 6 | 365,0 | 82 | ... | ... | 381,0 | 91 | 8 |
| 35 | (a) | Champaner-Shivrajpur Light. | 1911 | ... | ... | 1 | ... | ... | ... | 87,0 | 16 | ... | ... | 87,1 | 16 | 1 |
| | | | 1912 | ... | ... | 5 | 1 | ... | ... | 96,3 | 19 | ... | ... | 96,8 | 20 | 1 |
| | | | 1st qr. of 1913 | ... | ... | 2 | ... | ... | ... | 33,3 | 7 | ... | ... | 33,5 | 7 | 1 |
| | | | 1913-14. | ... | ... | 4 | 1 | ... | ... | 141,4 | 30 | ... | ... | 141,8 | 3. | 1 |
| 36 | (a) | Cutch ... | 1909 | 1 | ... | ... | ... | ... | ... | 75,7 | 34 | ... | ... | 75,8 | 34 | 7 |
| | | | 1910 | 2 | ... | 1,2 | 2 | ... | ... | 97,6 | 42 | ... | ... | 99,0 | 44 | 6 |
| | | | 1911 | 2 | ... | 1,4 | 2 | ... | ... | 85,4 | 40 | ... | ... | 87,0 | 42 | 8 |
| | | | 1912 | 1 | ... | 7 | 1 | ... | ... | 79,8 | 38 | ... | ... | 80,6 | 39 | 6 |
| | | | 1st qr. of 1913 | 1 | ... | 1 | ... | ... | ... | 20,8 | 10 | ... | ... | 21,0 | 10 | 1 |
| | | | 1913-14. | 5 | 2 | 6 | 1 | ... | ... | 73,4 | 35 | ... | ... | 74,5 | 38 | 10 |
| 37 | (a) | Dehri-Rohtas Light. | 1911 | 2 | ... | ... | ... | 4 | ... | 33,4 | 8 | ... | ... | 34,0 | 8 | 1 |
| | | | 1912 | 2 | ... | ... | ... | 7 | 1 | 29,4 | 9 | ... | ... | 40,3 | 10 | ... |
| | | | 1st qr. of 1913 | 1 | ... | ... | ... | 1 | ... | 11,4 | 3 | ... | ... | 11,6 | 3 | ... |
| | | | 1913-14. | 2 | ... | ... | .. | 4 | .. | 50,1 | 11 | ... | ... | 50,7 | 11 | 1 |
| 38 | (a) | Dholpur-Bari. | 1909 | ... | ... | 2 | ... | ... | ... | 52,0 | 14 | ... | ... | 52,2 | 14 | 1 |
| | | | 1910 | ... | 1 | 6 | ... | ... | ... | 72,0 | 20 | ... | ... | 72,6 | 21 | 3 |
| | | | 1911 | 2 | ... | 4 | ... | ... | ... | 71,0 | 19 | ... | ... | 71,6 | 19 | 1 |
| | | | 1912 | 4 | 1 | ... | ... | ... | ... | 71,0 | 19 | ... | ... | 71,4 | 20 | 1 |
| | | | 1st qr. of 1913 | 3 | 1 | ... | ... | ... | ... | 18,6 | 6 | ... | ... | 18,9 | 7 | 1 |
| | | | 1913-14. | ... | ... | 4 | ... | ... | ... | 24,3 | 27 | ... | ... | 24,7 | 27 | 2 |
| 40 | (a) | Godhra-Lunavada | 1913-14. | ... | ... | 1 | ... | ... | ... | 25,3 | 10 | ... | ... | 25,4 | 10 | ... |
| 41 | (a) | Jessore-Jhenidah. | 1913-14. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 42 | (a) | Madaya Light. | 1912 1st qr. of 1913 | ... | ... | ... | ... | ... | Information not furnished | | | | ... | ... | ... | ... |
| | | | 1913-14. | | | | | | | | | | | | | |
| 43 | (a) | Nadiad-Kapadvanj. | 1st qr. of 1913 | ... | ... | 2 | ... | ... | ... | 14,2 | 5 | ... | ... | 14,4 | 5 | ... |
| | | | 1913-14. | ... | ... | 1,1 | 2 | ... | ... | 201,0 | 68 | ... | ... | 202,1 | 70 | 4 |
| 10 | (f) & (k) | Morappur-Dharmapuri and Tirupattur-Krishnagiri. | 1909 | * | ... | * | 2 | ... | ... | * | 52 | * | ... | * | 54 | 3 |
| | | | 1910 | * | ... | * | 2 | ... | ... | * | 64 | * | ... | * | 66 | 3 |
| | | | 1911 | * | ... | * | 2 | ... | ... | * | 63 | * | ... | * | 65 | 3 |
| | | | 1912 | * | ... | * | 2 | ... | ... | * | 70 | * | ... | * | 72 | 4 |
| | | | 1st qr. of 1913 | * | ... | * | ... | ... | ... | * | 15 | * | ... | * | 15 | 1 |
| | | | 1913-14. | * | 2 | * | 1 | ... | ... | * | 1,18 | * | ... | * | 1,21 | 6 |

* Included with the South Indian railway, 3' 3¾" gauge section.

**DIX 5—*contd.***

*of each railway system.*

| Total coaching traffic earnings. [In thousands.] | GOODS TRAFFIC. | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Merchandise General. | | Military Stores. | | Coal and Coke for the public and foreign railways. | | Revenue stores, including coal and materials for construction. | | Live-stock. | | Other goods traffic. | Total goods traffic. | | Electric telegraph earnings. [In thousands.] | Steamboat earnings. [In thousands.] | Sundry earnings. [In thousands.] | Total gross earnings. [In thousands.] |
| | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] † | Earnings. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | | | | |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 |
| Rs. | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. |
| 6 | 1 | 1 | ... | ... | ... | ... | 2 | 1 | ... | ... | ... | 3 | 2 | ... | ... | ... | 8 |
| 1,12 | 29 | 39 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 29 | 39 | ... | ... | 1 | 1,52 |
| 91 | 26 | 32 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 26 | 32 | ... | ... | 1 | 1,24 |
| 91 | 28 | 43 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 28 | 43 | ... | ... | ... | 1,34 |
| 2,04 | 33 | 45 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 33 | 45 | ... | ... | 1 | 2,50 |
| 25 | 5 | 7 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 | 7 | ... | ... | 4 | 36 |
| 96 | 28 | 52 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 28 | 52 | ... | ... | 7 | 1,58 |
| 17 | 47 | 46 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 47 | 46 | 1 | ... | ... | 64 |
| 21 | 65 | 63 | ... | ... | 1 | 1 | 1 | ... | ... | ... | ... | 67 | 64 | 1 | ... | 2 | 88 |
| 8 | 25 | 24 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 25 | 24 | ... | ... | 1 | 33 |
| 82 | * 58 | 52 | ... | ... | 1 | ... | 1 | 1 | ... | ... | ... | 60 | 53 | 1 | ... | 1 | 87 |
| 41 | 15 | 35 | ... | ... | 1 | 2 | ... | ... | ... | ... | 6 | 16 | 43 | ... | ... | 1 | 85 |
| 50 | 17 | 34 | ... | ... | 1 | 2 | ... | ... | ... | ... | 7 | 18 | 43 | ... | ... | 1 | 94 |
| 50 | 19 | 40 | ... | ... | ... | 1 | ... | 1 | ... | ... | 8 | 19 | 50 | ... | ... | 1 | 1,01 |
| 45 | 21 | 46 | ... | ... | ... | 1 | 1 | 1 | ... | ... | 9 | 22 | 57 | ... | ... | ... | 1,02 |
| 11 | 3 | 9 | ... | ... | ... | ... | 1 | 1 | ... | ... | 2 | 4 | 12 | ... | ... | ... | 23 |
| 48 | 17 | 43 | ... | ... | 1 | 2 | ... | ... | ... | ... | 4 | 18 | 49 | ... | ... | ... | 97 |
| 9 | 8 | 12 | ... | ... | 2 | 3 | ... | ... | ... | ... | ... | 10 | 15 | ... | ... | ... | 24 |
| 10 | 40 | 62 | ... | ... | 4 | 6 | ... | ... | ... | ... | ... | 44 | 68 | ... | ... | 1 | 79 |
| 3 | 15 | 24 | ... | ... | 2 | 3 | ... | ... | ... | ... | ... | 17 | 27 | ... | ... | 1 | 31 |
| 12 | 77 | 1,19 | ... | ... | 10 | 15 | ... | ... | ... | ... | ... | 87 | 1,34 | ... | ... | 4 | 1,50 |
| 15 | 26 | 20 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 26 | 20 | ... | ... | 1 | 36 |
| 33 | 19 | 24 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 19 | 24 | 1 | ... | ... | 48 |
| 20 | 21 | 21 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 21 | 21 | ... | ... | ... | 41 |
| 21 | 18 | 17 | ... | ... | ... | ... | 2 | 1 | ... | ... | ... | 20 | 18 | ... | ... | 1 | 40 |
| 8 | 4 | 6 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 | 6 | ... | ... | ... | 14 |
| 29 | 21 | 25 | ... | ... | ... | ... | 1 | ... | ... | ... | ... | 22 | 25 | ... | ... | ... | 54 |
| 10 | 2 | 3 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | 3 | ... | ... | ... | 13 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 50 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 5 | 1 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 1 | ... | ... | ... | 6 |
| 74 | 12 | 29 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 12 | 29 | ... | ... | ... | 1,03 |
| 57 | * | 28 | ... | ... | ... | ... | ... | ... | ... | ... | ... | * | 28 | ... | ... | ... | 85 |
| 69 | * | 33 | ... | ... | ... | ... | ... | ... | ... | ... | 1 | * | 34 | ... | ... | ... | 1,03 |
| 68 | * | 37 | ... | ... | ... | ... | ... | 1 | ... | ... | ... | * | 38 | ... | ... | ... | 1,06 |
| 76 | * | 36 | ... | ... | ... | ... | ... | 1 | ... | ... | ... | * | 37 | ... | ... | ... | 1,13 |
| 16 | * | 8 | ... | ... | ... | ... | ... | ... | ... | ... | ... | * | 8 | ... | ... | ... | 24 |
| 1,27 | * | 50 | ... | ... | ... | ... | ... | 2 | ... | ... | 1 | * | 53 | ... | ... | 1 | 1,81 |

* Included with the South Indian railway, 3' 3⅜" gauge section.

† Live-stock has been converted into tons at :—

A head of cattle, or a pony or horse ... = 0·25 ton.
A head of sheep, goat, etc. ... ... = 0·025 ton.
An elephant ... ... ... = 2·50 tons.

| Classification No. of Railway (Detailed in "Index" to Appendix 1.) | | Railway system. | Year. | COACHING TRAFFIC. | | | | | | | | | | | | Other coaching traffic earnings. [In thousands.] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | –Passenger Traffic. | | | | | | | | | | | | |
| | | | | 1st class. | | 2nd class. | | Inter. class. | | 3rd class. | | Season and vendors' tickets. | | Total. | | |
| Main head. | Sub-head. | | | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | Number of trips up and down on which the price of the tickets is based. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| | | 2′ 6″ Gauge —*concld.* | | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | Rs. |
| 1 | (d) | Mourbhanj. | 1909 | 2 | 1 | 6 | 1 | 1,6 | 1 | 69,8 | 22 | ... | ... | 72,2 | 25 | 1 |
| | | | 1910 | 1 | ... | 4 | 1 | 1,6 | 1 | 63,3 | 20 | ... | ... | 65,4 | 22 | 2 |
| | | | 1911 | 2 | ... | 5 | 1 | 1,8 | 1 | 70,7 | 23 | ... | ... | 73,2 | 25 | 2 |
| | | | 1912 | 2 | 1 | 4 | ... | 1,9 | 1 | 64,9 | 21 | ... | ... | 67,4 | 23 | 2 |
| | | | 1st qr. of 1913 | 1 | ... | 1 | ... | 4 | 1 | 18,1 | 5 | ... | ... | 18,7 | 6 | 1 |
| | | | 1913-14. | 1 | 1 | 3 | ... | 19 | 1 | 78,1 | 24 | ... | ... | 80,4 | 26 | 2 |
| 1 | (f) | Parlakimedi Light. | 1909 | 3 | 1 | ... | ... | 1,8 | 1 | 121,1 | 17 | ... | ... | 123,2 | 19 | 2 |
| | | | 1910 | 4 | 1 | ... | ... | 2,3 | 1 | 127,7 | 18 | ... | ... | 130,4 | 20 | 2 |
| | | | 1911 | 2 | 1 | 3 | ... | 2,2 | 1 | 129,8 | 24 | ... | ... | 132,5 | 26 | 1 |
| | | | 1912 | 2 | 1 | 3 | ... | 2,3 | 1 | 126,3 | 24 | ... | ... | 129,1 | 2[illegible] | 2 |
| | | | 1st qr. of 1913 | 2 | 1 | 1 | ... | 7 | ... | 45,4 | 9 | ... | ... | 46,4 | 10 | 1 |
| | | | 1913-14. | 4 | 1 | 4 | ... | 3,2 | 1 | 157,8 | 30 | ... | ... | 160,8 | 32 | 3 |
| 24 | (c) | Powayan Light. | 1909 | 1 | ... | 1,9 | 1 | ... | ... | 314,9 | 49 | ... | ... | 316,9 | 50 | 2 |
| | | | 1910 | 1 | ... | 2,0 | 1 | ... | ... | 361,5 | 56 | ... | ... | 363,6 | 57 | 2 |
| | | | 1911 | 1 | ... | 2,8 | 2 | ... | ... | 390,7 | 58 | ... | ... | 393,1 | 60 | 2 |
| | | | 1912 | 2 | ... | 3,2 | 2 | ... | ... | 416,7 | 63 | ... | ... | 420,1 | 65 | 2 |
| | | | 1st qr. of 1913 | 1 | ... | 6 | ... | ... | ... | 95,7 | 14 | ... | ... | 96,4 | 14 | 1 |
| | | | 1913-14. | 1 | ... | 3,2 | 2 | ... | ... | 447,0 | 67 | ... | ... | 450,8 | 69 | 1 |
| 44 | (a) | Shahdara (Delhi)-Saharanpur. Light. | 1909 | 2 | 1 | 2 | ... | 8,9 | 5 | 651,4 | 2,14 | ... | ... | 660,7 | 2,20 | 8 |
| | | | 1910 | 4 | 1 | ... | ... | 12,4 | 7 | 848,7 | 2,78 | ... | ... | 861,5 | 2,86 | 9 |
| | | | 1911 | 4 | 1 | ... | ... | 13,6 | 8 | 939,2 | 3,10 | ... | ... | 953,2 | 3,19 | 9 |
| | | | 1912 | 7 | 1 | ... | ... | 13,3 | 8 | 980,2 | 3,30 | ... | ... | 994,1 | 3,39 | 10 |
| | | | 1st qr. of 1913 | 2 | ... | ... | ... | 3,4 | 4 | 244,6 | 82 | ... | ... | 2a8,2 | 86 | 2 |
| | | | 1913-14. | 7 | 2 | ... | ... | 14,4 | 9 | 1,091,7 | 3,56 | ... | ... | 1,106,8 | 3,67 | 10 |
| 45 | (a) | Tarkesur-Magra Light. | 1909 | 2 | ... | 1,2 | ... | 23,1 | 4 | 552,4 | 78 | 22,4 | 4 | 599,3 | 86 | 5 |
| | | | 1910 | 1 | ... | 1,5 | ... | 25,4 | 4 | 536,6 | 78 | 29,2 | 4 | 592,8 | 86 | 4 |
| | | | 1911 | 2 | ... | 1,7 | 1 | 24,9 | 4 | 531,6 | 76 | 29,7 | 3 | 590,1 | 84 | 5 |
| | | | 1912 | 1 | ... | 1,6 | 1 | 23,2 | 4 | 569,6 | 81 | 40,3 | 3 | 634,8 | 89 | 4 |
| | | | 1st qr. of 1913 | 1 | ... | 4 | ... | 5,8 | 1 | 150,8 | 22 | 9,2 | 1 | 166,3 | 24 | 1 |
| | | | 1913-14. | 2 | ... | 1,4 | 1 | 22,3 | 4 | 520,7 | 68 | 35,1 | 3 | 579,7 | 96 | 5 |
| 46 | (a) | Tezpore-Balipara Light. | 1909 | 1,7 | 2 | ... | ... | 4,5 | 1 | 124,0 | 31 | 13,9 | 1 | 144,1 | 35 | 4 |
| | | | 1910 | 2,3 | 3 | ... | ... | 3,8 | 1 | 132,3 | 33 | 15,5 | 1 | 154,9 | 38 | 6 |
| | | | 1911 | 2,0 | 2 | ... | ... | 5,4 | 2 | 143,6 | 36 | 16,5 | 1 | 167,5 | 41 | 6 |
| | | | 1912 | 2,2 | 3 | ... | ... | 5,9 | 2 | 155,7 | 38 | 16,9 | 1 | 180,7 | 44 | 7 |
| | | | 1st qr. of 1913 | 9 | 1 | ... | ... | 1,6 | ... | 38,9 | 10 | 2,6 | ... | 44,0 | 11 | 2 |
| | | | 1913-14. | 1,7 | 2 | ... | ... | 6,3 | 2 | 164,0 | 41 | 17,2 | 2 | 189,2 | 47 | 7 |

**DIX 5**—*contd.*

*of each railway system.*

| Total coaching traffic earnings. [In thousands.] | GOODS TRAFFIC. | | | | | | | | | | | | | | | Electric telegraph earnings. [In thousands.] | Steam boat earnings. [In thousands.] | Sundry earnings. [In thousands.] | Total gross earnings. [In thousands.] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Merchandise, General. | | Military Stores. | | Coal and coke for the public and foreign railways. | | Revenue stores, including coal and materials for construction. | | Live-stock. | | Other goods traffic. | Total goods traffic. | | | | | | | |
| | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | | | | | | |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | | 32 | 33 | 34 | 35 |
| Rs. | | Rs. | | Rs. | | Rs. | | *Rs. | | Rs. | Rs. | | Rs. | | | Rs. | Rs. | Rs. | Rs. |
| 26 | 15 | 28 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 15 | 28 | | | 1 | ... | ... | 55 |
| 24 | 17 | 31 | ... | ... | ... | ... | 1 | 1 | ... | ... | 1 | 18 | 33 | | | ... | ... | 1 | 53 |
| 27 | 20 | 34 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 20 | 34 | | | 1 | ... | ... | 62 |
| 25 | 15 | 24 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 15 | 24 | | | 1 | ... | 1 | 51 |
| 7 | 6 | 11 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 6 | 11 | | | ... | ... | ... | 18 |
| 23 | 21 | 37 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 21 | 37 | | | 1 | ... | 1 | 67 |
| 21 | 5 | 4 | ... | ... | ... | ... | 1 | 1 | ... | ... | ... | 6 | 5 | | | ... | ... | ... | 26 |
| 22 | 6 | 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 6 | 5 | | | ... | ... | ... | 27 |
| 27 | 6 | 5 | ... | ... | ... | ... | ... | 1 | ... | ... | ... | 6 | 6 | | | ... | ... | ... | 33 |
| 28 | 9 | 10 | ... | ... | ... | ... | 1 | 1 | ... | ... | ... | 10 | 11 | | | ... | ... | 1 | 40 |
| 11 | 4 | 4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 | 4 | | | ... | ... | ... | 15 |
| 35 | 16 | 15 | ... | ... | ... | ... | ... | 1 | ... | ... | ... | 16 | 16 | | | ... | ... | ... | 51 |
| 52 | 27 | 36 | ... | ... | ... | ... | 7 | 4 | ... | ... | ... | 34 | 40 | | | ... | ... | ... | 92 |
| 59 | 25 | 35 | ... | ... | ... | ... | 2 | 1 | ... | ... | ... | 27 | 36 | | | ... | ... | .. | 95 |
| 62 | 34 | 37 | ... | ... | ... | ... | 2 | 1 | ... | ... | 3 | 36 | 41 | | | ... | ... | ... | 1,03 |
| 67 | 29 | 34 | ... | ... | ... | ... | 2 | ... | ... | ... | ... | 31 | 34 | | | ... | ... | ... | 1,01 |
| 15 | 5 | 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 | 5 | | | ... | ... | ... | 20 |
| 70 | 24 | 27 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 24 | 27 | | | ... | ... | ... | 97 |
| 2,28 | 68 | 1,77 | ... | ... | ... | ... | 3 | 1 | ... | ... | ... | 71 | 1,78 | | | ... | ... | ... | 4,06 |
| 2,95 | 75 | 2,07 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 75 | 2,07 | | | ... | ... | 2 | 5,04 |
| 3,28 | 80 | 2,01 | ... | ... | ... | ... | 1 | ... | ... | ... | ... | 80 | 2,02 | | | ... | ... | 2 | 5,32 |
| 3,49 | 106 | 2,60 | ... | ... | .. | ... | ... | ... | ... | ... | ... | 106 | 2,60 | | | ... | ... | 1 | 6,10 |
| 88 | 42 | 1,04 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 42 | 1,04 | | | ... | ... | ... | 1,92 |
| 3,77 | 91 | 2,34 | ... | ... | 1 | 2 | ... | ... | ... | ... | 2 | 92 | 2,38 | | | ... | ... | 2 | 6,17 |
| 91 | 45 | 10 | ... | ... | ... | ... | 1 | 1 | ... | ... | 20 | 46 | 31 | | | 1 | ... | 1 | 1,24 |
| 90 | 47 | 32 | ... | ... | 1 | 1 | ... | ... | ... | ... | ... | 48 | 33 | | | ... | ... | 1 | 1,24 |
| 89 | 53 | 35 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 53 | 35 | | | 1 | ... | 1 | 1,26 |
| 93 | 51 | 34 | ... | ... | ... | 1 | ... | ... | ... | ... | ... | 51 | 35 | | | 1 | ... | 2 | 1,31 |
| 25 | 14 | 9 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 14 | 9 | | | ... | ... | ... | 34 |
| 1,01 | 40 | 32 | ... | ... | ... | ... | 1 | ... | ... | ... | ... | 41 | 33 | | | ... | ... | 1 | 1,34 |
| 39 | 6 | 30 | ... | ... | 3 | 10 | ... | ... | ... | ... | 1 | 9 | 41 | | | 1 | ... | 5 | 86 |
| 44 | 6 | 33 | ... | ... | 4 | 11 | ... | ... | ... | ... | 1 | 10 | 45 | | | 1 | ... | 4 | 94 |
| 47 | 8 | 44 | ... | ... | 6 | 17 | ... | ... | ... | ... | 1 | 14 | 62 | | | 2 | ... | 4 | 1,15 |
| 51 | 9 | 48 | ... | ... | 8 | 21 | ... | ... | ... | ... | 1 | 17 | 64 | | | 1 | ... | 5 | 1,21 |
| 13 | 2 | 8 | ... | ... | 2 | 5 | ... | ... | ... | ... | ... | 4 | 13 | | | ... | ... | 1 | 27 |
| 54 | 12 | 49 | ... | ... | 10 | 25 | ... | ... | ... | ... | 1 | 22 | 75 | | | 2 | ... | 4 | 1,35 |

* Live-stock has been converted into tons at:—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

# APPEN

*Details of gross earning*

| Classification No. of Railway (Detailed in "Index" to Appendix I.) | | Railway system. | Year. | COACHING TRAFFIC. | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Passenger Traffic. | | | | | | | | | | | | Other coaching traffic earnings. [In thousands.] |
| | | | | 1st class. | | 2nd class. | | Inter. class. | | 3rd class. | | Season and vendors' tickets. | | Total. | | |
| Main head. | Sub-head. | | | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | No. of trips up and down on which the price of the tickets is based. [In hundreds.] | Earnings. [In thousands.] | No. [In hundreds.] | Earnings. [In thousands.] | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| | | 2'0" Gauge. | | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | Rs. |
| 47 | (a) | Darjeeling-Himalayan. | 1909 | 8,3 | 90 | 21,3 | 92 | ... | ... | 141,3 | 1,53 | ... | ... | 173,9 | 3,35 | 97 |
| | | | 1910 | 7,7 | 94 | 21,9 | 92 | ... | ... | 176,1 | 1,55 | ... | ... | 205,7 | 3,41 | 1,00 |
| | | | 1911 | 7,8 | 92 | 20,7 | 84 | ... | ... | 208,5 | 1,63 | ... | ... | 237,0 | 3,39 | 98 |
| | | | 1912 | 8,6 | 1,03 | 22,2 | 95 | ... | ... | 233,6 | 1,90 | ... | ... | 264,4 | 3,88 | 1,19 |
| | | | 1st qr. of 1913 | 2,3 | 27 | 3,2 | 14 | ... | ... | 46,1 | 39 | ... | ... | 51,6 | 80 | 18 |
| | | | 1913-14. | 8,6 | 1,00 | 23,1 | 98 | ... | ... | 220,9 | 1,90 | ... | ... | 252,6 | 3,88 | 1,16 |
| 48 | (a) | Gwalior Light. | 1913-14. | 7 | 6 | 6,6 | 12 | ... | ... | 420,4 | 2,41 | ... | ... | 427,7 | 2,59 | 16 |
| 49 | (a) | Howrah-Amta Light. | 1909 | 3 | ... | 9 | 1 | 22,8 | 11 | 1,083,1 | 3,69 | 119,2 | 11 | 1,231,3 | 3,92 | 9 |
| | | | 1910 | 3 | ... | 9 | 1 | 21,8 | 11 | 1,181,9 | 4,04 | 137,7 | 13 | 1,342,6 | 4,29 | 10 |
| | | | 1911 | 3 | 1 | 1,8 | 1 | 23,6 | 11 | 1,261,0 | 4,15 | 178,3 | 15 | 1,465,0 | 4,53 | 9 |
| | | | 1912 | 3 | 1 | 1,9 | 1 | 29,4 | 14 | 1,372,1 | 4,53 | 217,1 | 18 | 1,620,8 | 4,87 | 13 |
| | | | 1st qr. of 1913 | 1 | ... | 6 | 1 | 10,9 | 4 | 370,0 | 1,23 | 58,5 | 5 | 440,1 | 1,30 | 4 |
| | | | 1913-14. | 7 | 1 | 4,2 | 2 | 64,4 | 21 | 1,497,6 | 4,62 | 277,6 | 21 | 1,844,5 | 5,07 | 16 |
| 50 | (a) | Howrah-Sheakhala Light. | 1909 | 1 | ... | ... | ... | 6,6 | 2 | 354,6 | 80 | 123,7 | 13 | 485,0 | 95 | 2 |
| | | | 1910 | 1 | ... | ... | ... | 6,1 | 2 | 432,4 | 90 | 123,7 | 14 | 562,3 | 1,06 | 2 |
| | | | 1911 | 1 | ... | ... | ... | 5,3 | 2 | 441,2 | 90 | 205,5 | 21 | 622,1 | 1,13 | 2 |
| | | | 1912 | 2 | ... | ... | ... | 7,0 | 2 | 459,0 | 98 | 245,4 | 24 | 711,6 | 1,24 | 3 |
| | | | 1st qr. of 1913 | ... | ... | ... | ... | 2,3 | 1 | 119,1 | 25 | 66,9 | 7 | 188,3 | 33 | 1 |
| | | | 1913-14. | 1 | ... | ... | ... | 23,1 | 5 | 504,4 | 1,04 | 340,4 | 30 | 868,0 | 1,39 | 3 |
| 51 | (a) | Jagadhri Light. | 1911 | ... | ... | 4 | ... | ... | ... | 56,8 | 5 | ... | ... | 57,2 | 5 | 1 |
| | | | 1912 | ... | ... | 8 | ... | ... | ... | 151,9 | 12 | ... | ... | 152,7 | 12 | ... |
| | | | 1st qr. of 1913 | ... | ... | ... | ... | ... | ... | 66,6 | 5 | ... | ... | 66,6 | 5 | ... |
| | | | 1913-14. | ... | ... | 7 | ... | ... | ... | 159,3 | 15 | ... | ... | 160,0 | 15 | ... |
| 52 | (a) | Jorhat (Provincial). | 1909 | ... | ... | ... | ... | ... | ... | 194,5 | 31 | ... | ... | 194,5 | 31 | ... |
| | | | 1910 | ... | ... | ... | ... | ... | ... | 201,6 | 32 | ... | ... | 201,6 | 32 | ... |
| | | | 1911 | ... | ... | ... | ... | ... | ... | 208,9 | 36 | ... | ... | 208,9 | 36 | ... |
| | | | 1912 | ... | ... | ... | ... | ... | ... | 207,6 | 36 | ... | ... | 207,6 | 36 | ... |
| | | | 1st qr. of 1913 | ... | ... | ... | ... | ... | ... | 53,9 | 10 | ... | ... | 53,9 | 10 | ... |
| | | | 1913-14. | ... | ... | ... | ... | ... | ... | 221,8 | 36 | ... | ... | 221,8 | 36 | ... |
| 19 | (f) | Pipar Road-Bhavi Light. | 1910 | ... | ... | ... | ... | ... | ... | 3,9 | 1 | ... | ... | 3,9 | 1 | ... |
| | | | 1911 | ... | ... | 2 | ... | ... | ... | 53,4 | 11 | ... | ... | 53,6 | 11 | 1 |
| | | | 1912 | ... | ... | 3 | ... | ... | ... | 73,3 | 16 | ... | ... | 73,6 | 16 | 1 |
| | | | 1st qr. of 1913 | ... | ... | 1 | ... | ... | ... | 14,3 | 4 | ... | ... | 14,4 | 4 | ... |
| | | | 1913-14. | ... | ... | 3 | ... | ... | ... | 68,4 | 19 | ... | ... | 68,7 | 19 | ... |
| | | Total of all Railways. | 1909 | 748,4 | 51,90 | 3,344,8 | 71,63 | 10,028,4 | 87,67 | 291,544,3 | 13,38,95 | 23,713,7 | 15,59 | 329,379,6 | 15,65,94 | 1,89,67 |
| | | | 1910 | 778,4 | 58,82 | 2,962,1 | 77,23 | 11,032,9 | 94,99 | 372,461,7 | 14,65,16 | 24,340,9 | 15,85 | 371,576,0 | 17,12,04 | 2,09,01 |
| | | | 1911 | 798,6 | 66,38 | 3,135,4 | 83,83 | 11,762,4 | 1,08,88 | 348,478,5 | 15,73,15 | 25,687,5 | 16,85 | 389,862,6 | 18,49,09 | 2,38,88 |
| | | | 1912 | 795,5 | 62,90 | 3,223,2 | 88,31 | 10,833,8 | 91,37 | 375,566,8 | 17,01,35 | 26,810,6 | 17,55 | 417,229,4 | 19,56,48 | 2,44,23 |
| | | | 1st qr. of 1913 | 230,3 | 20,00 | 844,1 | 21,39 | 2,882,9 | 24,24 | 98,220,6 | 4,52,42 | 7,441,4 | 4,81 | 109,619,3 | 5,22,86 | 60,62 |
| | | | 1913-14. | 812,6 | 68,94 | 3,460,6 | 88,70 | 12,370,8 | 1,03,48 | 410,959,8 | 18,37,03 | 30,114,1 | 19,36 | 457,717,9 | 21,17,51 | 2,60,54 |

## DIX 5—*concld.*

*of each railway system.*

| Total coaching traffic earnings [In thousands.] | GOODS TRAFFIC. | | | | | | | | | | | | | Electric telegraph earnings. [In thousands] | Steam boat earnings. [In thousands] | Sundry earnings [In thousands.] | Total gross earnings. [In thousands.] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Merchandise, General. | | Military Stores. | | Coal and coke for the public and foreign railways. | | Revenue stores, including coal and materials for construction. | | Live-stock. | | Other goods traffic. | Total goods traffic. | | | | | |
| | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands] | Earnings. [In thousands] | Tons. [In thousands] | Earnings [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | Tons. [In thousands.] | Earnings. [In thousands.] | Earnings. [In thousands] | Tons. [In thousands.] | Earnings. [In thousands.] | | | | |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 |
| Rs. | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | Rs. | | Rs. | Rs. | Rs. | Rs. | Rs. |
| 4,32 | 37 | 4,76 | ... | 9 | 2 | 20 | 8 | 31 | ... | ... | 9 | 47 | 5,45 | 3 | ... | 9 | 9,89 |
| 4,41 | 35 | 4,81 | ... | 8 | 3 | 23 | 8 | 35 | ... | ... | 6 | 46 | 5,53 | 3 | ... | 6 | 10,03 |
| 4,37 | 38 | 5,08 | ... | 7 | 3 | 28 | 9 | 37 | 2 | ... | | 50 | 5,82 | 3 | ... | 8 | 10,90 |
| 5,07 | 40 | 5,40 | ... | 6 | 3 | 30 | 10 | 42 | 4 | ... | | 53 | 6,22 | 3 | ... | 7 | 11,39 |
| 98 | 8 | 1,21 | ... | 4 | 1 | 6 | 3 | 11 | ... | ... | ... | 12 | 1,42 | 1 | ... | 2 | 2,43 |
| 5,04 | 48 | 6,02 | ... | 11 | 4 | 30 | 10 | 38 | ... | 2 | ... | 57 | 6,83 | 3 | ... | 9 | 11,99 |
| 2,75 | 76 | 2,28 | ... | ... | 3 | 4 | ... | ... | ... | ... | 2 | 79 | 2,34 | 3 | ... | 2 | 5,14 |
| 4,01 | 19 | 35 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 19 | 35 | ... | ... | 1 | 4,37 |
| 4,39 | 20 | 44 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 20 | 44 | ... | ... | 1 | 4,84 |
| 4,52 | 26 | 46 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 26 | 46 | ... | ... | 1 | 4,99 |
| 5,00 | 33 | 58 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 33 | 58 | ... | ... | 1 | 5,59 |
| 1,37 | 9 | 16 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 9 | 16 | ... | ... | ... | 1,53 |
| 5,23 | 41 | 69 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 41 | 69 | ... | ... | 2 | 5,94 |
| 97 | 8 | 10 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 8 | 10 | ... | ... | ... | 1,07 |
| 1,08 | 8 | 12 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 8 | 12 | ... | ... | ... | 1,20 |
| 1,15 | 9 | 11 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 9 | 11 | ... | ... | ... | 1,26 |
| 1,27 | 11 | 13 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 11 | 13 | ... | ... | 1 | 1,41 |
| 34 | 3 | 4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | 4 | ... | ... | ... | 38 |
| 1,42 | 12 | 15 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 12 | 15 | ... | ... | 1 | 1,58 |
| 6 | 3 | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | 2 | ... | ... | ... | 8 |
| 12 | 16 | 13 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 16 | 13 | ... | ... | ... | 25 |
| 5 | 3 | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | 2 | ... | ... | ... | 7 |
| 15 | 9 | 9 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 9 | 9 | ... | ... | 1 | 25 |
| 31 | 18 | 64 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 18 | 64 | 2 | ... | 2 | 99 |
| 32 | 19 | 61 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 19 | 61 | 1 | ... | 2 | 96 |
| 36 | 21 | 71 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 21 | 71 | 1 | ... | 1 | 1,09 |
| 36 | 24 | 83 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 24 | 83 | 1 | ... | 2 | 1,22 |
| 10 | 5 | 20 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 | 20 | ... | ... | 1 | 31 |
| 36 | 25 | 91 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 25 | 91 | 1 | ... | 2 | 1,30 |
| 1 | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | 2 |
| 12 | 3 | 4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | 4 | ... | ... | ... | 16 |
| 17 | 3 | 5 | ... | ... | ... | 1 | ... | ... | ... | ... | ... | 3 | 6 | ... | ... | ... | 23 |
| 4 | 1 | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 2 | ... | ... | ... | 6 |
| 19 | 3 | 7 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | 7 | ... | ... | ... | 26 |
| 17,52,32 | 33,926 | 22,59,93 | 106 | 18,13 | 12,159 | 3,80,05 | 14,545 | 1,76,36 | 166 | 22,37 | 16,26 | 60,902 | 28,12,48 | 7,43 | 28,00 | 1,06,15 | 47,06,38 |
| 19,17,42 | 36,207 | 24,49,72 | 112 | 6,24 | 13,911 | 3,94,62 | 15,184 | 1,72,90 | 189 | 26,81 | 9,20 | 65,693 | 30,43,17 | 8,65 | 29,32 | 1,16,36 | 51,14,22 |
| 20,84,05 | 39,557 | 26,28,17 | 155 | 16,96 | 14,515 | 4,12,75 | 16,812 | 1,91,61 | 224 | 32,67 | 19,17 | 71,263 | 32,93,22 | 9,91 | 31,73 | 1,09,77 | 55,27,78 |
| 21,96,39 | 44,349 | 30,36,32 | 166 | 12,79 | 16,546 | 4,85,00 | 17,188 | 1,98,41 | 226 | 31,92 | 37,49 | 78,475 | 37,91,84 | 9,42 | 32,71 | 1,34,71 | 61,65,07 |
| 5,82,43 | 12,109 | 7,86,75 | 42 | 3,47 | 4,386 | 1,29,55 | 4,863 | 59,81 | 63 | 9,42 | 8,79 | 21,463 | 9,94,61 | 2,49 | 8,81 | 35,28 | 16,23,62 |
| 23,73,69 | 45,128 | 29,92,10 | 166 | 12,82 | 17,295 | 4,96,25 | 19,744 | 2,12,46 | 280 | 40,17 | 30,94 | 82,613 | 37,77,49 | 9,55 | 35,68 | 1,61,63 | 63,56,56 |

* Live-stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

*Details of working expenses of each railway*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Year. | Maintenance of way, works and stations. | | Locomotive expenses. | | Carriage and wagon expenses. | | Traffic expenses. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | 5' 6" Gauge. | | | | | | | | | |
| | | | 1909 | 33,36 | 11·59 | 49,55 | 17·22 | 15,34 | 5·33 | 27,21 | 9·46 |
| | | | 1910 | 32,94 | 10·68 | 50,54 | 16·38 | 14,29 | 4·63 | 28,89 | 9·36 |
| | | | 1911 | 34,88 | 10·27 | 54,66 | 16·09 | 18,03 | 5·31 | 30,26 | 8·91 |
| 1 | (a) to (c), (e), (g) and (k). | Bengal-Nagpur ... | 1912 | 35,21 | 8·92 | 56,18 | 13·95 | 25,24 | 6·27 | 32,15 | 7·98 |
| | | | 1st qr. of 1913 | 12,64 | 10·97 | 16,30 | 14·14 | 9,08 | 7·88 | 8,18 | 7·19 |
| | | | 1913-14 | 46,14 | 10·97 | 65,55 | 15·59 | 22,35 | 5·22 | 33,87 | 8·05 |
| | | | 1909 | 25,01 | 10·03 | 49,08 | 19·67 | 9,99 | 4·01 | 19,48 | 7·82 |
| | | | 1910 | 29,29 | 10·37 | 56,37 | 19·95 | 13,85 | 4·90 | 21,40 | 7·58 |
| | | | 1911 | 35,82 | 11·68 | 58,13 | 18·95 | 12,28 | 4·00 | 22,35 | 7·28 |
| 2 | (a) to (e), and (m) to (o). | Bombay, Baroda and Central India. | 1912 | 38,05 | 10·69 | 73,62 | 20·68 | 15,79 | 4·43 | 27,71 | 7·78 |
| | | | 1st qr. of 1913 | 9,05 | 9·43 | 19,00 | 19·79 | 3,81 | 2·97 | 7,38 | 7·69 |
| | | | 1913-14 | 44,62 | 11·41 | 76,57 | 19·58 | 15,82 | 4·05 | 28,05 | 7·17 |
| | | | 1909 | 30,51 | 18·75 | 29,01 | 17·83 | 7,56 | 4·65 | 28,28 | 17·38 |
| | | | 1910 | 26,57 | 16·07 | 23,39 | 14·15 | 7,80 | 4·72 | 25,46 | 15·40 |
| | | | 1911 | 35,26 | 19·45 | 26,37 | 14·55 | 9,10 | 5·02 | 27,45 | 15·15 |
| 3 | (a) | Eastern Bengal ... | 1912 | 29,49 | 14·81 | 27,62 | 13·86 | 10,37 | 5·20 | 26,73 | 13·42 |
| | | | 1st qr. of 1913 | 5,65 | 11·36 | 7,71 | 15·50 | 2,06 | 4·13 | 7,14 | 14·35 |
| | | | 1913-14 | 25,83 | 12·42 | 30,23 | 14·54 | 9,92 | 4·77 | 29,32 | 14·10 |
| | | | 1909 | 74,76 | 9·02 | 80,77 | 9·75 | 36,95 | 4·46 | 83,45 | 10·07 |
| | | | 1910 | 74,74 | 8·39 | 1,02,19 | 11·48 | 42,76 | 4·80 | 76,03 | 8·54 |
| | | | 1911 | 78,13 | 8·16 | 1,14,71 | 11·98 | 42,26 | 4·41 | 86,43 | 9·03 |
| 4 | (a) to (d) | East Indian ... ... | 1912 | 88,99 | 8·46 | 1,15,89 | 11·02 | 39,62 | 3·77 | 89,10 | 8·47 |
| | | | 1st qr. of 1913 | 24,46 | 9·14 | 32,66 | 12·20 | 13,82 | 5·17 | 22,60 | 8·44 |
| | | | 1913-14 | 84,97 | 8·60 | 1,26,15 | 11·88 | 39,19 | 3·69 | 90,82 | 8·55 |
| | | | 1909 | 67,08 | 10·15 | 1,67,05 | 25·27 | 36,24 | 5·48 | 62,16 | 9·40 |
| | | | 1910 | 79,96 | 10·87 | 1,76,22 | 23·98 | 28,72 | 3·93 | 66,94 | 9·12 |
| | | | 1911 | 95,68 | 12·35 | 1,79,20 | 23·14 | 33,15 | 4·28 | 67,63 | 8·73 |
| 5 | (a) to (k) | Great Indian Peninsula ... | 1912 | 1,02,05 | 11·79 | 1,98,91 | 22·97 | 33,02 | 3·81 | 70,82 | 8·18 |
| | | | 1st qr. of 1913 | 25,83 | 10·21 | 57,70 | 22·81 | 19,59 | 7·74 | 19,69 | 7·78 |
| | | | 1913-14 | 1,36,54 | 14·88 | 2,19,60 | 23·94 | 42,72 | 4·66 | 78,88 | 8·60 |
| | | | 1909 | 22,16 | 12·25 | 44,33 | 24·50 | 11,86 | 6·56 | 14,06 | 7·77 |
| | | | 1910 | 21,82 | 11·50 | 44,82 | 23·63 | 12,97 | 6·84 | 13,56 | 7·15 |
| | | | 1911 | 22,61 | 11·41 | 42,78 | 21·60 | 13,67 | 6·90 | 13,62 | 6·88 |
| 6 | (a) and (k) | Madras and Southern Mahratta. | 1912 | 24,74 | 11·33 | 46,92 | 21·48 | 12,14 | 5·56 | 14,57 | 6·67 |
| | | | 1st qr. of 1913 | 5,61 | 9·41 | 11,02 | 18·49 | 2,01 | 3·37 | 3,74 | 6·28 |
| | | | 1913-14 | 26,39 | 11·55 | 51,34 | 22·47 | 12,60 | 5·12 | 15,53 | 6·80 |
| | | | 1909 | 6,49 | 12·97 | 6,30 | 12·59 | 1,71 | 3·42 | 3,46 | 6·91 |
| | | | 1910 | 8,85 | 15·64 | 7,34 | 12·97 | 1,83 | 3·23 | 3,76 | 6·65 |
| | | | 1911 | 13,26 | 21·87 | 8,43 | 13·91 | 2,07 | 3·42 | 3,71 | 6·12 |
| 7 | (a) and (k) | Nizam's Guaranteed State | 1912 | 8,06 | 13·18 | 9,06 | 14·70 | 2,17 | 3·52 | 3,93 | 6·38 |
| | | | 1st qr. of 1913 | 4,91 | 27·68 | 1,96 | 11·12 | 54 | 3·06 | 1,06 | 6·04 |
| | | | 1913-14 | 14,94 | 21·08 | 9,45 | 13·33 | 2,93 | 4·13 | 4,16 | 5·87 |

## DIX 6.

*system.* [*In thousands of rupees.*]

| General charges. | | Steam-boat expenses. | | Special and miscellaneous expenses, including contribution to Provident Fund. | | Total working expenses. | | Year. | Railway system. | Classification No. of Railway (detailed in "Index" to Appendix 1). | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings | Rs. | Proportion per cent to gross earnings. | | | Sub-head. | Main head. |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| | | | | | | | | | 5′ 6″ Gauge. | | |
| 17,95 | 6·24 | 3,48 | 1·21 | 9,41 | 3·27 | 1,56,30 | 54·32 | 1909 | | | |
| 17,78 | 5·76 | 4,07 | 1·32 | 9,70 | 3·15 | 1,58,21 | 51·28 | 1910 | | | |
| 18,28 | 5·38 | 3,91 | 1·15 | 11,46 | 3·37 | 1,71,48 | 50·48 | 1911 | | | |
| 19,18 | 4·77 | 4,10 | 1·02 | 11,38 | 2·83 | 1,84,14 | 45·74 | 1912 | Bengal-Nagpur ... | (*a*) to (*c*), (*e*), (*g*) and (*h*). | 1 |
| 4,50 | 3·90 | 1,18 | 1·02 | 3,91 | 3·39 | 55,79 | 48·40 | 1st qr. of 1913 | | | |
| 20,36 | 4·84 | 4,43 | 1·05 | 12,83 | 3·05 | 2,05,53 | 48·87 | 1913-14 | | | |
| 10,81 | 4·34 | ... | ... | 5,98 | 2·40 | 1,20,30 | 48·27 | 1909 | | | |
| 11,51 | 4·08 | ... | ... | 6,08 | 2·15 | 1,38,50 | 49·08 | 1910 | | | |
| 11,48 | 3·74 | ... | ... | 9,55 | 3·11 | 1,49,61 | 48·76 | 1911 | | | |
| 13,27 | 3·73 | ... | ... | 10,73 | 3·01 | 1,79,17 | 50·32 | 1912 | Bombay, Baroda and Central India. | (*a*) to (*e*), and (*m*) to (*o*) | 2 |
| 3,46 | 3·60 | ... | ... | 2,44 | 2·55 | 45,14 | 47·03 | 1st qr. of 1913 | | | |
| 14,06 | 3·60 | ... | ... | 12,32 | 3·15 | 1,91,44 | 48·96 | 1913-14 | | | |
| 9,32 | 5·73 | ... | ... | 4,69 | 2·88 | 1,09,37 | 67·22 | 1909 | | | |
| 8,24 | 4·99 | ... | ... | 4,01 | 2·43 | 95,47 | 57·76 | 1910 | | | |
| 9,05 | 4·99 | ... | ... | 5,96 | 3·29 | 1,13,19 | 62·45 | 1911 | | | |
| 8,44 | 4·24 | ... | ... | 16,81 | 8·44 | 1,19,46 | 59·97 | 1912 | Eastern Bengal ... | (*a*) | 3 |
| 2,49 | 5·01 | ... | ... | 1,56 | 3·12 | 26,61 | 53·47 | 1st qr. of 1913 | | | |
| 9,27 | 4·46 | ... | ... | 13,22 | 6·36 | 1,17,79 | 56·65 | 1913-14 | | | |
| 33,32 | 4·02 | 2,52 | 0·30 | 20,72 | 2·50 | 3,32,49 | 40·12 | 1909 | | | |
| 32,56 | 3·66 | 1,63 | 0·18 | 19,93 | 2·24 | 3,49,84 | 39·29 | 1910 | | | |
| 32,56 | 3·40 | 1,83 | 0·19 | 19,35 | 2·02 | 3,75,27 | 39·19 | 1911 | | | |
| 33,49 | 3·18 | 1,97 | 0·18 | 26,71 | 2·54 | 3,95,67 | 37·62 | 1912 | East Indian ... ... | (*a*) to (*d*) | 4 |
| 8,57 | 3·20 | 59 | 0·22 | 9,65 | 3·61 | 1,12,35 | 41·98 | 1st qr. of 913 | | | |
| 34,97 | 3·29 | 2,16 | 0·20 | 47,32 | 4·46 | 4,25,58 | 40·07 | 1913-14 | | | |
| 28,36 | 4·29 | ... | ... | 20,47 | 3·10 | 3,81,36 | 57·69 | 1909 | | | |
| 28,87 | 3·92 | ... | ... | 31,99 | 4·38 | 4,12,70 | 56·20 | 1910 | | | |
| 29,29 | 3·78 | ... | ... | 23,38 | 3·02 | 4,28,33 | 55·30 | 1911 | | | |
| 30,62 | 3·54 | ... | ... | 31,79 | 3·67 | 4,67,21 | 53·96 | 1912 | Great Indian Peninsula ... | (*a*) to (*h*) | 5 |
| 7,84 | 3·10 | ... | ... | 6,67 | 2·64 | 1,37,32 | 54·28 | 1st qr of 1913 | | | |
| 32,58 | 3·55 | ... | ... | 41,29 | 4·50 | 5,51,61 | 60·13 | 1913-14 | | | |
| 9,96 | 5·50 | ... | ... | 5,05 | 2·79 | 1,07,42 | 59·37 | 1909 | | | |
| 9,92 | 5·23 | ... | ... | 5,11 | 2·69 | 1,08,20 | 57·04 | 1910 | | | |
| 9,77 | 4·93 | ... | ... | 5,87 | 2·96 | 1,08,32 | 54·68 | 1911 | | | |
| 9,92 | 4·54 | ... | ... | 5,59 | 2·56 | 1,13,88 | 52·14 | 1912 | Madras and Southern Mahratta. | (*a*) and (*b*) | 6 |
| 2,58 | 4·33 | ... | ... | 1,75 | 2·94 | 26,71 | 44·82 | 1st qr. of 1913 | | | |
| 10,37 | 4·54 | ... | ... | 7,24 | 3·17 | 1,23,47 | 54·05 | 1913-14 | | | |
| 2,81 | 5·61 | ... | ... | 1,31 | 2·62 | 22,08 | 44·12 | 1909 | | | |
| 2,8 | 5·11 | ... | ... | 1,86 | 3·29 | 26,53 | 46·89 | 1910 | | | |
| 2,91 | 4·80 | ... | ... | 1,70 | 2·80 | 32,08 | 52·92 | 1911 | | | |
| 3,03 | 4·92 | ... | ... | 1,55 | 2·52 | 27,80 | 45·12 | 1912 | Nizam's Guaranteed State | (*a*) and (*b*) | 7 |
| 77 | 4·34 | ... | ... | 58 | 3·28 | 9,82 | 35·67 | 1st qr. of 1913 | | | |
| 3,26 | 4·60 | ... | ... | 1,37 | 1·93 | 36,11 | 50·94 | 1913-14 | | | |

*Details of working expenses of each railway*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Year. | Maintenance of way, works and stations. | | Locomotive expenses. | | Carriage and wagon expenses. | | Traffic expenses. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | 5' 6" Gauge—*concld.* | | | | | | | | | |
| 8 | (*a*) to (*c*) | North Western— | | | | | | | | | |
| | | | 1909 | 99,12 | 14·35 | 1,92,18 | 27·82 | 29,68 | 4·30 | 64,18 | 9·29 |
| | | | 1910 | 1,34,14 | 17·41 | 1,64,56 | 21·36 | 47,32 | 6·14 | 78,19 | 10·15 |
| | | | 1911 | 1,19,87 | 14·39 | 1,72,44 | 20·70 | 55,27 | 6·64 | 77,04 | 9·25 |
| | | Commercial section ... | 1912 | 1,03,28 | 10·79 | 1,76,60 | 18·45 | 52,86 | 5·52 | 85,59 | 8·94 |
| | | | 1st qr. of 1913 | 51,16 | 24·34 | 47,57 | 22·63 | 11,15 | 5·30 | 22,68 | 10·79 |
| | | | 1913-14 | 1,03,35 | 11·21 | 1,91,42 | 20·77 | 49,43 | 5·37 | 91,52 | 9·93 |
| | | | 1909 | 20,59 | 39·83 | 32,95 | 63·76 | 3,55 | 6·86 | 9,69 | 18·77 |
| | | | 1910 | 19,32 | 36·09 | 26,03 | 48·64 | 4,93 | 9·21 | 9,49 | 17·73 |
| | | | 1911 | 18,46 | 32·71 | 27,05 | 47·91 | 5,36 | 9·48 | 9,56 | 16·95 |
| | | Military section ... | 1912 | 17,86 | 30·50 | 19,80 | 33·81 | 4,75 | 8·11 | 9,89 | 16·89 |
| | | | 1st qr. of 1913 | 5,03 | 36·96 | 7,42 | 54·54 | 1,03 | 7·62 | 2,58 | 18·94 |
| | | | 1913-14 | 16,08 | 25·12 | 26,07 | 40·72 | 4,59 | 7·17 | 9,86 | 15·40 |
| | | | 1909 | 1,19,71 | 16·12 | 2,25,13 | 30·32 | 33,23 | 4·48 | 73,87 | 9·95 |
| | | | 1910 | 1,53,46 | 18·63 | 1,90,59 | 23·13 | 52,25 | 6·34 | 87,68 | 10·64 |
| | | | 1911 | 1,38,33 | 15·55 | 1,99,49 | 22·43 | 60,63 | 6·82 | 86,60 | 9·73 |
| | | Total Commercial and Military sections (North Western). | 1912 | 1,21,14 | 11·92 | 1,96,40 | 19·33 | 57,61 | 5·67 | 95,43 | 9·40 |
| | | | 1st qr. of 1913 | 56,19 | 25·10 | 54,99 | 24·57 | 12,18 | 5·44 | 25,26 | 11·29 |
| | | | 1913-14 | 1,19,43 | 12·12 | 2,17,49 | 22·06 | 54,02 | 5·48 | 1,01,38 | 10·29 |
| | | | 1909 | 23,56 | 14·23 | 29,92 | 18·07 | 30,74 | 18·57 | 19,43 | 11·74 |
| | | | 1910 | 26,97 | 14·42 | 28,99 | 15·50 | 8,84 | 4·72 | 19,70 | 10·53 |
| | | | 1911 | 24,41 | 11·72 | 29,72 | 14·27 | 12,32 | 5·92 | 20,81 | 10·00 |
| 9 | (*a*) to (*d*) | Oudh and Rohilkhand ... | 1912 | 25,12 | 10·07 | 33,70 | 13·50 | 10,42 | 4·17 | 23,04 | 9·23 |
| | | | 1st qr. of 1913 | 8,24 | 13·24 | 9,44 | 15·16 | 5,63 | 9·04 | 5,69 | 9·12 |
| | | | 1913-14 | 29,97 | 12·18 | 36,94 | 15·01 | 13,26 | 5·39 | 24,20 | 9·83 |
| | | | 1909 | 4,46 | 7·16 | 17,03 | 27·34 | 2,65 | 4·25 | 4,48 | 7·19 |
| | | | 1910 | 5,38 | 8·48 | 17,81 | 28·09 | 3,39 | 5·35 | 5,26 | 8·30 |
| | | | 1911 | 6,21 | 8·91 | 14,07 | 20·20 | 2,52 | 3·62 | 4,74 | 6·80 |
| 10 | (*a*) | South Indian ... | 1912 | 6,55 | 8·83 | 17,18 | 23·17 | 5,65 | 7·62 | 4,97 | 6·70 |
| | | | 1st qr. of 1913 | 3,80 | 20·16 | 5,29 | 28·06 | 1,99 | 10·56 | 1,28 | 6·79 |
| | | | 1913-14 | 5,46 | 6·86 | 23,71 | 29·81 | 9,50 | 11·94 | 5,63 | 7·08 |
| | | 3' 3½" Gauge. | | | | | | | | | |
| | | | 1909 | 13,56 | 27·59 | 11,17 | 22·73 | 2,52 | 5·13 | 7,23 | 14·71 |
| | | | 1910 | 13,47 | 26·05 | 10,15 | 19·63 | 2,91 | 5·63 | 9,65 | 18·67 |
| | | | 1911 | 14,04 | 25·18 | 11,29 | 20·25 | 2,96 | 5·31 | 8,62 | 15·46 |
| 11 | (*a*) | Assam-Bengal ... | 1912 | 15,05 | 23·33 | 11,40 | 17·68 | 3,06 | 4·74 | 9,83 | 15·24 |
| | | | 1st qr. of 1913 | 3,88 | 21·44 | 3,05 | 16·88 | 91 | 5·04 | 2,43 | 13·41 |
| | | | 1913-14 | 13,85 | 19·67 | 12,27 | 17·43 | 3,31 | 4·70 | 10,79 | 15·33 |
| | | | 1909 | 17,50 | 11·20 | 20,38 | 13·05 | 5,03 | 3·22 | 12,89 | 8·25 |
| | | | 1910 | 17,66 | 10·53 | 20,46 | 12·20 | 5,15 | 3·07 | 12,30 | 7·34 |
| | | | 1911 | 23,20 | 12·31 | 19,76 | 10·49 | 6,22 | 3·30 | 13,05 | 6·92 |
| 12 | (*a*) & (*b*) | Bengal and North-Western. | 1912 | 17,91 | 8·50 | 21,31 | 10·11 | 6,19 | 2·94 | 12,75 | 6·05 |
| | | | 1st qr. of 1913 | 5,46 | 9·90 | 5,92 | 10·73 | 1,68 | 3·04 | 3,37 | 6·11 |
| | | | 1913-14 | 20,46 | 9·26 | 23,66 | 10·70 | 6,61 | 2·99 | 13,25 | 6·00 |

**DIX 6—*contd.***

***system.*** [*In thousands of rupees.*]

| General charges. | | Steam-boat expenses. | | Special and miscellaneous expenses, including contribution to Provident Fund. | | Total working expenses. | | Year. | Railway system. | Classification No. of Railway (Detailed in "Index" to Appendix 1). | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | | | Sub-head. | Main head. |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| | | | | | | | | | 5′ 6″ GAUGE—*concld.* | | |
| | | | | | | | | | North Western— | (*a*) to (*o*) | 8 |
| 21,69 | 3·14 | 19 | 0·03 | 18,21 | 2·64 | 4,25,25 | 61·57 | 1909 | | | |
| 22,44 | 2·91 | 7 | 0·01 | 19,84 | 2·58 | 4,66,56 | 60·56 | 1910 | | | |
| 23,99 | 2·88 | 5 | 0·01 | 15,84 | 1·90 | 4,64,50 | 55·77 | 1911 | | | |
| 27,74 | 2·90 | 8 | 0·01 | 21,22 | 2·21 | 4,67,37 | 48·82 | 1912 | Commercial section | | |
| 7,49 | 3·56 | ... | ... | 4,67 | 2·22 | 1,44,72 | 68·84 | 1st qr. of 1913 | | | |
| 36,38 | 3·95 | 39 | 0·04 | 24,73 | 2·68 | 4,97,22 | 53·95 | 1913-14 | | | |
| 4,48 | 8·69 | ... | ... | 1,49 | 2·89 | 72,75 | 140·80 | 1909 | | | |
| 4,43 | 8·28 | ... | ... | 1,37 | 2·56 | 65,57 | 122·51 | 1910 | | | |
| 4,46 | 7·90 | ... | ... | 1,38 | 2·44 | 66,27 | 117·39 | 1911 | | | |
| 4,68 | 7·99 | ... | ... | 1,67 | 2·85 | 58,65 | 100·15 | 1912 | Military section | | |
| 1,21 | 8·89 | ... | ... | 42 | 3·08 | 17,69 | 130·03 | 1st qr. of 1913 | | | |
| 5,50 | 8·59 | ... | ... | 1,47 | 2·30 | 63,57 | 99·30 | 1913-14 | | | |
| 26,17 | 3·53 | 19 | 0·03 | 19,70 | 2·65 | 4,98,00 | 67·08 | 1909 | | | |
| 26,87 | 3·26 | 7 | 0·01 | 21,21 | 2·57 | 5,32,13 | 64·58 | 1910 | | | |
| 28,45 | 3·20 | 5 | 0·01 | 17,22 | 1·93 | 5,30,77 | 59·67 | 1911 | | | |
| 32,42 | 3·19 | 8 | 0·01 | 22,89 | 2·25 | 5,26,02 | 51·77 | 1912 | Total Commercial and Military sections (North Western). | | |
| 8,70 | 3·89 | ... | ... | 5,09 | 2·27 | 1,62,41 | 72 56 | 1st qr. of 1913 | | | |
| 41,88 | 4·25 | 39 | 0·04 | 26,20 | 2·66 | 5,60,79 | 56·90 | 1913-14 | | | |
| 8,93 | 5·39 | ... | ... | 5,19 | 3·14 | 1,17,77 | 71·14 | 1909 | | | |
| 8,71 | 4·65 | ... | ... | 3,05 | 1·63 | 96,26 | 51·45 | 1910 | | | |
| 9,09 | 4·37 | ... | ... | 4,81 | 2·31 | 1,01,16 | 48·59 | 1911 | | | |
| 9,74 | 3·90 | ... | ... | 5,61 | 2·25 | 1,07,63 | 43·12 | 1912 | Oudh and Rohilkhand ... | (*a*) to (*d*) | 9 |
| 2,78 | 4·39 | ... | ... | 1,33 | 2·14 | 33,06 | 53·09 | 1st qr. of 1913 | | | |
| 10,21 | 4·15 | ... | ... | 5,87 | 2·38 | 1,20,45 | 48·94 | 1913-14 | | | |
| 3,38 | 5·42 | ... | ... | 2,12 | 3·40 | 34,12 | 54·76 | 1909 | | | |
| 3,13 | 4·94 | ... | ... | 3,47 | 5·47 | 38,14 | 60·63 | 1910 | | | |
| 3,41 | 4·90 | ... | ... | 58 | 0·83 | 31,53 | 45·26 | 1911 | | | |
| 3,29 | 4·44 | ... | ... | 1,30 | 1·75 | 38,94 | 52 51 | 1912 | South Indian ... | (*a*) | 10 |
| 86 | 4·56 | ... | ... | 30 | 1·59 | 13,52 | 71·72 | 1st qr. of 1913 | | | |
| 3,74 | 4·70 | ... | ... | 1,59 | 2·00 | 49,63 | 62·39 | 1913-14 | | | |
| | | | | | | | | | 3′ 3½″ GAUGE. | | |
| 6,06 | 12·33 | 24 | 0·49 | 3,89 | 7·92 | 44,67 | 90·90 | 1909 | | | |
| 5,90 | 11·41 | 10 | 0·19 | 1,68 | 3·25 | 43,86 | 84·83 | 1910 | | | |
| 5,94 | 10·65 | 12 | 0·21 | 1,41 | 2·53 | 44,38 | 79·59 | 1911 | | | |
| 5,90 | 9·15 | ... | ... | 1,96 | 3·04 | 47,20 | 73·18 | 1912 | Assam-Bengal ... | (*a*) | 11 |
| 1,49 | 8·25 | ... | ... | 36 | 1·97 | 12,12 | 66·99 | 1st qr. of 1913 | | | |
| 5,96 | 8·46 | ... | ... | 1,54 | 2·19 | 47,72 | 67·78 | 1913-14 | | | |
| 3,11 | 5·19 | 5,88 | 3·77 | 2,71 | 1·74 | 72,50 | 46·42 | 1909 | | | |
| 7,90 | 4·71 | 4,83 | 2·88 | 2,54 | 1·52 | 70,84 | 42·25 | 1910 | | | |
| 7,94 | 4·21 | 4,61 | 2·45 | 3,39 | 1·79 | 78,17 | 41·47 | 1911 | | | |
| 7,89 | 3·74 | 4,90 | 2·32 | 1,05 | 0·50 | 72,00 | 34·16 | 1912 | Bengal and North-Western. | (*a*) & (*b*) | 12 |
| 2,03 | 3·74 | 1,49 | 2·70 | —66 | —1·19 | 19,32 | 35·03 | 1st qr. of 1913 | | | |
| 8,56 | 3·87 | 5,29 | 2·39 | 2,81 | 1·27 | 80,64 | 36·48 | 1913-14 | | | |

*Details of working expenses of each railway*

| Classification No. of Railway (detailed in "Index" to Appendix 1). | | Railway system. | Year. | Maintenance of way, works and stations. | | Locomotive expenses. | | Carriage and wagon expenses. | | Traffic expenses. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | 3' 3½" Gauge—*contd.* | | | | | | | | | |
| 13 | (*a*) & (*b*) | Bengal Dooars ... | 1909 | 84 | 7·96 | 83 | 7·87 | 22 | 2·09 | 70 | 6·64 |
| | | | 1910 | 1,24 | 10·74 | 86 | 7·60 | 18 | 1·66 | 73 | 6·29 |
| | | | 1911 | 1,43 | 11·90 | 85 | 7·07 | 22 | 1·83 | 67 | 5·58 |
| | | | 1912 | 1,53 | 10·67 | 1,17 | 8·16 | 33 | 2·30 | 74 | 5·16 |
| | | | 1st qr. of 1913 | 41 | 12·82 | 33 | 10·04 | 7 | 2·23 | 21 | 6·43 |
| | | | 1913-14 | 2,09 | 12·74 | 1,52 | 9·30 | 38 | 1·99 | 86 | 5·26 |
| ... | ... | Bhavnagar-Gondal-Junagad-Porbandar. | 1909 | 3,94 | 13·92 | 6,06 | 21·41 | 93 | 3·28 | 2,50 | 8·83 |
| | | | 1910 | 4,73 | 14·74 | 3,84 | 11·97 | 96 | 2·99 | 2,52 | 7·86 |
| 14 | (*a*) & (*b*) | Bhavnagar ... ... | 1911 | 1,49 | 9·60 | 1,73 | 11·15 | 31 | 1·99 | 1,27 | 8·18 |
| | | | 1912 | 1,73 | 11·23 | 2,45 | 15·91 | 46 | 2·99 | 1,37 | 8·89 |
| | | | 1st qr. of 1913 | 51 | 13·17 | 59 | 15·35 | 8 | 2·06 | 36 | 9·21 |
| | | | 1913-14 | 1,32 | 8·63 | 2,62 | 17·12 | 43 | 2·81 | 1,49 | 9·74 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 1909 | 61,49 | 11·88 | 57,42 | 21·67 | 15,52 | 5·86 | 26,42 | 9·97 |
| | | | 1910 | 80,02 | 10·01 | 56,01 | 18·67 | 14,51 | 4·84 | 27,14 | 9·05 |
| | | | 1911 | 35,09 | 10·83 | 62,59 | 19·31 | 15,09 | 4·93 | 28,44 | 8·77 |
| | | | 1912 | 28,85 | 5·68 | 71,33 | 21·46 | 15,54 | 4·68 | 27,50 | 8·27 |
| | | | 1st qr. of 1913 | 3,71 | 4·33 | 17,41 | 20·32 | 4,12 | 4·81 | 6,57 | 7·67 |
| | | | 1913-14 | 28,91 | 9·16 | 63,75 | 20·20 | 17,17 | 5·44 | 27,88 | 8·84 |
| 15 | (*a*) to (*c*) | Burma ... ... | 1909 | 35,16 | 18·06 | 39,24 | 20·16 | 11,73 | 6·02 | 18,81 | 9·66 |
| | | | 1910 | 33,18 | 16·74 | 39,59 | 19·97 | 11,00 | 5·55 | 18,68 | 9·42 |
| | | | 1911 | 41,66 | 20·16 | 40,52 | 19·60 | 14,34 | 6·94 | 18,67 | 9·03 |
| | | | 1912 | 37,35 | 17·05 | 39,18 | 17·89 | 14,06 | 6·42 | 19,45 | 8·88 |
| | | | 1st qr. of 1913 | 10,16 | 18·66 | 10,38 | 13·95 | 1,40 | 1·89 | 4,81 | 6·46 |
| | | | 1913-14 | 36,04 | 14·60 | 42,57 | 17·24 | 14,52 | 5·88 | 19,36 | 7·84 |
| ... | ... | Deoghur ... ... | 1909 | 6 | 11·26 | 10 | 20·20 | 4 | 8·33 | 9 | 17·44 |
| | | | 1910 | * | * | * | * | * | * | * | * |
| | | | 1911 | | | | Amalgamated | | with the | East Indian | |
| 16 | (*a*) & (*b*) | Dibru-Sadiya ... | 1909 | 1,75 | 14·71 | 2,18 | 13·32 | 89 | 7·48 | 90 | 7·56 |
| | | | 1910 | 1,93 | 16·03 | 2,41 | 20·09 | 93 | 7·75 | 91 | 7·58 |
| | | | 1911 | 2,69 | 22·73 | 2,23 | 17·45 | 95 | 7·51 | 99 | 7·72 |
| | | | 1912 | 2,40 | 17·09 | 2,34 | 16·67 | 1,15 | 8·19 | 99 | 7·05 |
| | | | 1st qr. of 1913 | 72 | 18·87 | 55 | 14·50 | 33 | 8·70 | 24 | 6·38 |
| | | | 1913-14 | 2,30 | 15·89 | 2,21 | 15·27 | 1,33 | 9·19 | 1,08 | 7·47 |
| 3 | (*b*) to (*d*) | Eastern Bengal ... | 1909 | 13,18 | 10·96 | 20,76 | 17·26 | 6,45 | 5·36 | 14,97 | 12·45 |
| | | | 1910 | 16,54 | 13·30 | 17,74 | 14·28 | 5,82 | 4·68 | 13,43 | 10·80 |
| | | | 1911 | 20,85 | 14·83 | 22,35 | 16·26 | 9,98 | 7·10 | 14,60 | 10·39 |
| | | | 1912 | 18,68 | 12·38 | 23,51 | 15·59 | 7,78 | 5·16 | 15,59 | 10·34 |
| | | | 1st qr. of 1913 | 9,20 | 22·15 | 6,64 | 16·00 | 2,09 | 5·03 | 4,39 | 10·58 |
| | | | 1913-14 | 21,65 | 12·33 | 24,07 | 13·71 | 7,01 | 3·99 | 19,02 | 10·83 |
| 17 | (*a*) to (*c*) | Gondal-Porbandar ... | 1911 | 1,36 | 11·30 | 2,01 | 16·69 | 28 | 2·30 | 93 | 7·71 |
| | | | 1912 | 88 | 7·04 | 2,48 | 19·95 | 22 | 1·74 | 1,06 | 8·45 |
| | | | 1st qr. of 1913 | 20 | 4·88 | 81 | 19·58 | 8 | 1·98 | 29 | 6·84 |
| | | | 1913-14 | 1,05 | 7·37 | 2,69 | 18·90 | 41 | 2·90 | 1,14 | 8·03 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | 1909 | 6,79 | 20·86 | 4,55 | 13·98 | 58 | 1·78 | 2,89 | 8·88 |
| | | | 1910 | 5,85 | 16·00 | 4,97 | 13·60 | 69 | 1·89 | 3,15 | 8·61 |
| | | | 1911 | 8,66 | 24·76 | 5,18 | 14·81 | 96 | 2·75 | 3,36 | 9·61 |
| | | | 1912 | 8,28 | 18·71 | 6,45 | 14·58 | 1,16 | 2·62 | 3,84 | 8·68 |
| | | | 1st qr. of 1913 | 3,21 | 24·58 | 2,41 | 18·46 | 25 | 1·91 | 98 | 7·51 |
| | | | 1913-14 | 6,47 | 14·54 | 6,64 | 14·92 | 1,32 | 2·96 | 4,00 | 8·99 |

* Information not furnished.

DIX 6.—*contd.*

*system.* [*In thousands of rupees.*]

| General charges. | | Steam-boat expenses. | | Special and miscellaneous expenses, including contribution to Provident Fund. | | Total working expenses. | | Year. | Railway system. | Classification No. of Railway (Detailed in "Index" to Appendix 1). | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | | | Sub-head. | Main head. |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| | | | | | | | | | 3' 3½" Gauge—*contd.* | | |
| 1,01 | 9·57 | * | ... | 26 | 2·46 | 3,86 | 36·59 | 1909 | | | |
| 1,07 | 9·34 | * | ... | 18 | 1·57 | 4,26 | 37·20 | 1910 | | | |
| 1,07 | 8·89 | 7 | 0·61 | 24 | 2·00 | 4,55 | 37·88 | 1911 | | | |
| 1,08 | 7·53 | 7 | 0·49 | 25 | 1·74 | 5,17 | 36·05 | 1912 | Bengal Dooars ... | (*a*) & (*b*) | 13 |
| 27 | 8·41 | 1 | 0·43 | 9 | 2·70 | 1,39 | 43·06 | 1st qr. of 1913 | | | |
| 1,21 | 7·37 | 7 | 0·42 | 30 | 1·81 | 6,38 | 38·89 | 1913-14 | | | |
| 2,13 | 7·52 | ... | ... | 60 | 2·12 | 16,16 | 57·08 | 1909 | Bhavnagar-Gondal-Junagad-Porbandar. | ... | ... |
| 2,08 | 6·48 | ... | ... | 69 | 2·15 | 14,82 | 46·19 | 1910 | | | |
| 99 | 6·38 | ... | ... | 22 | 1·42 | 6,01 | 38·72 | 1911 | | | |
| 1,07 | 6·95 | ... | ... | 28 | 1·82 | 7,36 | 47·79 | 1912 | | | |
| 25 | 6·41 | ... | ... | 9 | 2·18 | 1,88 | 48·38 | 1st qr. of 1913 | Bhavnagar ... ... | (*a*) & (*b*) | 14 |
| 1,05 | 6·83 | ... | ... | 58 | 3·79 | 7,49 | 48·95 | 1913-14 | | | |
| 14,25 | 5·38 | ... | ... | 4,43 | 1·67 | 1,49,53 | 56·43 | 1909 | | | |
| 14,94 | 4·98 | ... | ... | 4,76 | 1·58 | 1,47,38 | 49·12 | 1910 | | | |
| 15,45 | 4·77 | ... | ... | 7,55 | 2·33 | 1,65,11 | 50·94 | 1911 | | | |
| 14,32 | 4·31 | ... | ... | 5,19 | 1·56 | 1,62,73 | 48·96 | 1912 | Bombay, Baroda and Central India. | (*f*) to (*l*) | 2 |
| 3,51 | 4·09 | ... | ... | 2,69 | 3·14 | 38,01 | 44·36 | 1st qr. of 1913 | | | |
| 14,54 | 4·64 | ... | ... | 6,88 | 2·18 | 1,59,23 | 50·46 | 1913-14 | | | |
| 12,84 | 6·59 | 2,43 | 1·25 | 3,61 | 1·86 | 1,23,32 | 63·60 | 1909 | | | |
| 13,03 | 6·57 | 2,02 | 1·02 | 4,40 | 2·22 | 1,21,90 | 61·49 | 1910 | | | |
| 13,05 | 6·31 | 2,28 | 1·10 | 4,24 | 2·05 | 1,34,76 | 65·19 | 1911 | | | |
| 13,65 | 6·23 | 2,30 | 1·05 | 4,27 | 1·95 | 1,30,26 | 59·47 | 1912 | Burma ... ... | (*a*) to (*c*) | 15 |
| 3,33 | 5·15 | 44 | 0·60 | 1,20 | 1·61 | 33,22 | 43·32 | 1st qr. of 1913 | | | |
| 13,49 | 5·46 | 1,86 | 0·75 | 4,50 | 1·82 | 1,32,34 | 53·39 | 1913-14 | | | |
| 4 | 8·53 | ... | ... | ... | ... | 33 | 66·26 | 1909 | | | |
| † | † | ... | ... | † | † | † | † | 1910 | Deoghur ... ... | ... | ... |
| railway | system. | | | | | | | 1911 | | | |
| 93 | 7·82 | ... | ... | 6 | 0·50 | 6,71 | 56·39 | 1909 | | | |
| 97 | 8·08 | ... | ... | 7 | 0·59 | 7,22 | 60·17 | 1910 | | | |
| 1,00 | 7·92 | ... | ... | 5 | 0·42 | 8,11 | 63·75 | 1911 | | | |
| 1,05 | 7·48 | ... | ... | 8 | 0·57 | 8,01 | 57·05 | 1912 | Dibru-Sadiya ... | (*a*) & (*b*) | 16 |
| 26 | 6·71 | ... | ... | 1 | 0·37 | 2,11 | 55 53 | 1st qr. of 1913 | | | |
| 1,03 | 7·12 | ... | ... | 8 | 0·55 | 8,03 | 55·49 | 1913-14 | | | |
| 6,39 | 5·31 | 8,99 | 7·47 | 2,25 | 1·87 | 72,99 | 60·68 | 1909 | | | |
| 6,18 | 4·97 | 11,96 | 9·63 | 2,28 | 1·83 | 73,95 | 59·49 | 1910 | | | |
| 6,50 | 4·62 | 10,32 | 7·34 | 2,57 | 1·83 | 87,67 | 62·37 | 1911 | | | |
| 6,51 | 4·31 | 11,07 | 7·34 | 4,36 | 2·89 | 87,50 | 58·01 | 1912 | Eastern Bengal ... | (*b*) to (*d*) | 3 |
| 2,02 | 4·83 | 3,39 | 8·16 | 1,19 | 2·84 | 28,92 | 69·64 | 1st qr. of 1913 | | | |
| 7,50 | 4·27 | 11,18 | 6·37 | 4,59 | 2·61 | 95,02 | 54·11 | 1913-14 | | | |
| 1,08 | 8·91 | ... | ... | 26 | 2·17 | 5,92 | 49·08 | 1911 | | | |
| 88 | 7·08 | ... | ... | 65 | 5·28 | 6,17 | 49·54 | 1912 | | | |
| 15 | 3·65 | ... | ... | 14 | 3·38 | 1,67 | 40·37 | 1st qr. of 1913 | Gondal-Porbandar ... | (*a*) to (*c*) | 17 |
| 94 | 6·60 | ... | ... | 49 | 3·48 | 6,72 | 47·28 | 1913-14 | | | |
| 3,00 | 9·22 | ... | ... | 72 | 2·21 | 18,53 | 56·93 | 1909 | | | |
| 3,07 | 8·41 | ... | ... | 77 | 2·11 | 18,50 | 50·62 | 1910 | | | |
| 3,11 | 8·69 | ... | ... | 58 | 1·66 | 21,85 | 62·48 | 1911 | | | |
| 3,41 | 7·71 | ... | ... | 59 | 1·33 | 23,73 | 53·63 | 1912 | Hingoli Branch and Hyderabad-Godavari Valley. | (*c*) & (*d*) | 7 |
| 91 | 6·95 | ... | ... | 33 | 2·51 | 8,09 | 61·92 | 1st qr. of 1913 | | | |
| 3,95 | 8·87 | ... | ... | 60 | 1·35 | 22,98 | 51·63 | 1913-14 | | | |

* Steam-boat expenses were shown with traffic expenses.
†Information not furnished.

*Details of working expenses of each railway*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Year. | Maintenance of way, works and stations. | | Locomotive expenses. | | Carriage and wagon expenses. | | Traffic expenses. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | 3' 3½" Gauge—*contd.* | | | | | | | | | |
| | | | 1911 | 31 | 12·50 | 40 | 16·36 | 8 | 3·36 | 20 | 7·98 |
| | | | 1912 | 32 | 13·32 | 48 | 19·98 | 5 | 2·01 | 23 | 9·58 |
| 18 | (a) | Jamnagar ... | 1st qr. of 1913 | 11 | 14·25 | 14 | 17·86 | 2 | 1·76 | 4 | 5·52 |
| | | | 1913-14 | 28 | 9·73 | 47 | 15·95 | 7 | 2·50 | 23 | 7·90 |
| | | | 1909 | 6,28 | 16·73 | 7,48 | 19·92 | 1,69 | 4·50 | 2,66 | 7·08 |
| | | | 1910 | 4,95 | 10·42 | 8,28 | 17·43 | 1,50 | 3·16 | 3,25 | 6·84 |
| | | | 1911 | 5,28 | 8·49 | 10,29 | 16·56 | 1,98 | 3·19 | 3,59 | 5·78 |
| 19 | (a) to (e) | Jodhpur-Bikaner ... | 1912 | 7,77 | 11·04 | 12,03 | 17·08 | 2,09 | 2·97 | 4,31 | 6·12 |
| | | | 1st qr. of 1913 | 1,37 | 7·67 | 2,85 | 15·96 | 30 | 1·68 | 1,18 | 6·61 |
| | | | 1913-14 | 9,36 | 13·40 | 12,26 | 17·56 | 1,82 | 2·60 | 4,97 | 7·12 |
| | | | 1911 | 52 | 11·66 | 67 | 15·02 | 8 | 1·79 | 37 | 8·30 |
| | | | 1912 | 67 | 12·57 | 85 | 15·95 | 14 | 2·63 | 47 | 8·82 |
| 20 | (a) | Junagad ... | 1st qr. of 1913 | 17 | 10·74 | 32 | 19·85 | 2 | 1·20 | 13 | 7·77 |
| | | | 1913-14 | 75 | 12·14 | 1,08 | 17·48 | 22 | 3·47 | 53 | 8·59 |
| | | | 1909 | 21,51 | 13·28 | 37,58 | 23·20 | 9,33 | 5·76 | 13,65 | 8·43 |
| | | | 1910 | 22,07 | 12·92 | 39,50 | 23·12 | 9,85 | 5·76 | 13,34 | 7·81 |
| | | | 1911 | 24,56 | 13·65 | 40,83 | 22·69 | 10,28 | 5·71 | 13,55 | 7·53 |
| 6 | (c) to (l) | Madras and Southern Mahratta. | 1912 | 23,85 | 12·69 | 42,11 | 22·41 | 10,69 | 5·69 | 14,39 | 7·65 |
| | | | 1st qr. of 1913 | 7,05 | 13·48 | 10,48 | 20·03 | 2,36 | 4·50 | 3,68 | 7·03 |
| | | | 1913-14 | 26,09 | 12·85 | 46,67 | 22·99 | 11,43 | 5·63 | 16,23 | 7·99 |
| | | | 1909 | 37 | 7·68 | 99 | 20·88 | 19 | 4·05 | 40 | 8·53 |
| | | | 1910 | 47 | 8·92 | 92 | 17·34 | 13 | 2·42 | 37 | 7·03 |
| | | | 1911 | 33 | 6·07 | 77 | 12·14 | 18 | 2·89 | 39 | 6·09 |
| 21 | (a) | Morvi ... ... | 1912 | 35 | 4·89 | 1,22 | 16·89 | 27 | 3·66 | 41 | 5·67 |
| | | | 1st qr. of 1913 | 8 | 4·29 | 23 | 12·25 | 5 | 2·36 | 8 | 4·26 |
| | | | 1913-14 | 37 | 4·71 | 98 | 12·63 | 17 | 2·17 | 48 | 6·15 |
| | | | 1909 | 51 | 12·50 | 2,21 | 54·04 | 18 | 4·40 | 36 | 8·81 |
| | | | 1910 | 63 | 13·78 | 2,30 | 50·32 | 19 | 4·16 | 39 | 8·45 |
| | | | 1911 | 67 | 13·53 | 2,12 | 42·83 | 18 | 3·64 | 41 | 8·28 |
| 10 | (c) | Nilgiri ... ... | 1912 | 64 | 12·26 | 2,47 | 47·32 | 16 | 3·07 | 44 | 8·43 |
| | | | 1st qr. of 1913 | 14 | 11·20 | 61 | 48·80 | 6 | 4·80 | 11 | 8·80 |
| | | | 1913-14 | ... | ... | ... | ... | Included with the South Indian | | | |
| | | | 1909 | 4,25 | 14·23 | 4,34 | 14·52 | 1,34 | 4·50 | 2,96 | 9·90 |
| | | | 1910 | 3,42 | 15·75 | 4,11 | 18·93 | 1,18 | 5·44 | 2,80 | 12·90 |
| | | | 1911 | 4,14 | 12·12 | 4,38 | 12·33 | 1,53 | 4·48 | 2,95 | 8·64 |
| 24 | (a) & (b) | Rohilkund and Kumaon | 1912 | 4,04 | 9·69 | 4,86 | 11·66 | 1,58 | 3·79 | 3,04 | 7·29 |
| | | | 1st qr. of 1913 | 1,20 | 10·40 | 1,27 | 10·96 | 44 | 3·85 | 83 | 7·19 |
| | | | 1913-14 | 5,03 | 12·16 | 5,25 | 12·70 | 1,58 | 3·82 | 3,31 | 8·00 |
| | | | 1909 | 43 | 8·33 | 1,09 | 21·15 | 7 | 1·44 | 46 | 8·88 |
| | | | 1910 | 60 | 10·66 | 1,16 | 20·61 | 24 | 4·27 | 50 | 8·90 |
| | | | 1911 | 74 | 12·33 | 1,19 | 19·71 | 23 | 3·80 | 47 | 7·81 |
| 10 | (f) | Shoranur-Cochin ... | 1912 | 81 | 12·86 | 1,22 | 19·37 | 27 | 4·29 | 47 | 7·46 |
| | | | 1st qr. of 1913 | 13 | 8·38 | 33 | 20·44 | 7 | 4·29 | 13 | 7·97 |
| | | | 1913-14 | ... | ... | ... | ... | ... | Included with the South | | |

## DIX 6—*contd.*

*system.* [*In thousands of rupees.*]

| General charges. | | Steam-boat expenses. | | Special and miscellaneous expenses, including contribution to Provident Fund. | | Total working expenses. | | Year. | Railway system. | Classification No. of Railway (Detailed in "Index" to Appendix 1). | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Rs. | Proportion per cent to gross earnings. | Rs | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs | Proportion per cent. to gross earnings. | | | Sub-head. | Main head. |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23. | 24 |
| | | | | | | | | | 3' 3⅜" Gauge—*contd.* | | |
| 28 | 9·39 | ... | ... | 7 | 2·71 | 1,29 | 52 30 | 1911 | | | |
| 26 | 11·00 | ... | ... | 6 | 2·75 | 1,40 | 58·64 | 1912 | | | |
| 6 | 7·59 | ... | ... | 1 | 0·72 | 38 | 47·70 | 1st qr. of 1913 | Jamnagar ... | (a) | 18 |
| 24 | 8·02 | ... | ... | 7 | 2·52 | 1,36 | 46·62 | 1913-14 | | | |
| 1,65 | 4·39 | ... | ... | 1,47 | 3·92 | 21,23 | 56·54 | 1909 | | | |
| 1,96 | 4·12 | ... | ... | 1,60 | 3·37 | 21,54 | 45·24 | 1910 | | | |
| 2,16 | 3·47 | ... | ... | 2,75 | 4·43 | 26,05 | 41·91 | 1911 | | | |
| 2,48 | 3·52 | ... | ... | 3,93 | 5·58 | 32,61 | 46·31 | 1912 | Jodhpur-Bikaner ... | (a) to (e) | 19 |
| 66 | 3·69 | ... | ... | 79 | 4·42 | 7,15 | 40·03 | 1st qr. of 1913 | | | |
| 2,69 | 3·85 | .. | ... | 3,88 | 5·56 | 34,98 | 50·09 | 1913-14 | | | |
| 49 | 10·99 | ... | ... | 26 | 5·83 | 2,39 | 53·59 | 1911 | | | |
| 48 | 9·00 | ... | ... | 7 | 1·31 | 2,68 | 50·28 | 1912 | | | |
| 11 | 6·86 | ... | ... | 3 | 1·60 | 78 | 48·02 | 1st qr. of 1913 | Junagad ... | (a) | 20 |
| 51 | 8·31 | ... | ... | 12 | 1·94 | 3,21 | 51·93 | 1913-14 | | | |
| 11,10 | 6·85 | 2,03 | 1·25 | 2,60 | 1·61 | 97,80 | 60·38 | 1909 | | | |
| 10,75 | 6·29 | 2,26 | 1·32 | 3,11 | 1·82 | 1,00,88 | 59·04 | 1910 | | | |
| 11,19 | 6·22 | 2,04 | 1·13 | 4,16 | 2·32 | 1,06,61 | 59·25 | 1911 | | | |
| 10,35 | 5·77 | 2,09 | 1·11 | 3,72 | 1·98 | 1,07,70 | 57·30 | 1912 | Madras and Southern Mahratta. | (c) to (l) | 6 |
| 2,74 | 5·23 | 64 | 1·22 | 99 | 1·89 | 27,91 | 53·40 | 1st qr. of 1913 | | | |
| 11,59 | 5·71 | 2,10 | 1·06 | 3,56 | 1·75 | 1,17,67 | 57·98 | 1913-14 | | | |
| 32 | 6·94 | ... | ... | 32 | 6·80 | 2,59 | 54 88 | 1909 | | | |
| 29 | 5·51 | ... | ... | 15 | 2·78 | 2,33 | 44·00 | 1910 | | | |
| 31 | 4·92 | ... | ... | 10 | 1·46 | 2,13 | 33·57 | 1911 | | | |
| 37 | 5·17 | ... | ... | 8 | 1·04 | 2,70 | 37 32 | 1912 | Morvi ... ... | (a) | 21 |
| 6 | 3·28 | ... | ... | 1 | 0·18 | 51 | 26·57 | 1st qr. of 1913 | | | |
| 29 | 3.74 | ... | ... | 45 | 5·85 | 2,74 | 35·25 | 1913-14 | | | |
| 22 | 5·40 | ... | ... | 7 | 1·72 | 3,55 | 86·87 | 1909 | | | |
| 24 | 5·25 | ... | ... | 10 | 2·19 | 3,85 | 84·15 | 1910 | | | |
| 24 | 4·85 | ... | ... | 8 | 1·62 | 3,70 | 74·75 | 1911 | | | |
| 24 | 4·60 | ... | ... | 10 | 1·91 | 4,05 | 77·59 | 1912 | Nilgiri ... ... | (c) | 10 |
| 6 | 4·80 | ... | ... | 1 | 0·80 | 99 | 79·20 | 1st qr. of 1913 | | | |
| railway (3' 3⅜" gauge) | | | | | | | | 1913-14 | | | |
| 2,22 | 7·42 | ... | ... | 66 | 2·21 | 15,77 | 52·78 | 1909 | | | |
| 2,03 | 9·35 | ... | ... | 39 | 1·80 | 13,93 | 64·17 | 1910 | | | |
| 2,29 | 6·71 | ... | ... | 40 | 1·17 | 15,69 | 45·95 | 1911 | | | |
| 2,38 | 5·71 | ... | ... | 58 | 1·39 | 16,48 | 39·23 | 1912 | Rohilkund and Kumaon ... | (a) & (b) | 14 |
| 60 | 5·21 | ... | ... | 15 | 1·31 | 4,49 | 38·92 | 1st qr. of 1913 | | | |
| 2,50 | 6·05 | ... | ... | 64 | 1·55 | 18,31 | 44·28 | 1913-14 | | | |
| 31 | 6·04 | ... | ... | 19 | 3·62 | 2,55 | 49·46 | 1909 | | | |
| 33 | 5·79 | ... | ... | 23 | 4·09 | 3,06 | 54·32 | 1910 | | | |
| 33 | 5·52 | ... | ... | 15 | 2·58 | 3,11 | 51·75 | 1911 | | | |
| 33 | 5·25 | ... | ... | 20 | 3·18 | 3,30 | 52·41 | 1912 | Shoranur-Cochin ... | (f) | 10 |
| 9 | 5·53 | ... | ... | 5 | 2·91 | 80 | 42·52 | 1st qr. of 1913 | | | |
| Indian railway (3' 3⅜" gauge) | | | | | | | | 1913-14 | | | |

*Details of working expenses of each railway*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Year. | Maintenance of way, works and stations. | | Locomotive expenses. | | Carriage and wagon expenses. | | Traffic expenses. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | 3' 3½" Gauge—*concld.* | | | | | | | | | |
| 10 | (*b*), (*d*), (*e*), and (*g*) to (*i*) | South Indian ... | 1909 | 14,05 | 8·52 | 30,84 | 18·71 | 10,00 | 6·07 | 15,16 | 9·19 |
| | | | 1910 | 14,44 | 8·42 | 34,11 | 19·90 | 8,83 | 5·15 | 15,35 | 8·96 |
| | | | 1911 | 20,19 | 10·52 | 36,09 | 18·81 | 11,12 | 5·80 | 15,26 | 7·95 |
| | | | 1912 | 23,62 | 11·27 | 37,56 | 17·92 | 10,55 | 5·03 | 15,85 | 7·56 |
| | | | 1st qr. of 1913 | 7,64 | 14·39 | 9,87 | 18·59 | 3,22 | 6·07 | 4,32 | 8·14 |
| | | | 1913-14 | 33,19 | 14·62 | 44,18 | 19·47 | 14,16 | 6·24 | 16,78 | 7·39 |
| 25 | (*a*) | Udaipur-Chitorgarh ... | 1909 | 39 | 16·17 | 34 | 14·15 | 7 | 2·68 | 19 | 7·89 |
| | | | 1910 | 33 | 13·19 | 36 | 14·30 | 9 | 3·73 | 20 | 8·06 |
| | | | 1911 | 38 | 13·40 | 37 | 12·89 | 9 | 3·39 | 22 | 7·67 |
| | | | 1912 | 40 | 13·18 | 50 | 16·43 | 11 | 3·52 | 22 | 7·34 |
| | | | 1st qr. of 1913 | 11 | 11·82 | 13 | 13·87 | 2 | 2·62 | 6 | 6·58 |
| | | | 1913-14 | 44 | 13·71 | 50 | 15·77 | 11 | 3·47 | 26 | 8·23 |
| | | 2' 6" Gauge. | | | | | | | | | |
| 27 | (*a*) | Arrah-Sasaram Light ... | 1911 | 23 | 17·36 | 20 | 15·13 | 2 | 1·99 | 23 | 16·96 |
| | | | 1912 | 28 | 16·18 | 26 | 14·80 | 4 | 2·52 | 32 | 18·39 |
| | | | 1st qr. of 1913 | 6 | 13·44 | 7 | 15·69 | 2 | 3·37 | 8 | 17·38 |
| | | | 1913-14 | 30 | 15·64 | 29 | 15·14 | 7 | 3·50 | 32 | 16·18 |
| 29 | (*a*) | Baraset-Basirhat Light ... | 1909 | 32 | 18·37 | 29 | 16·54 | 6 | 3·35 | 29 | 16·85 |
| | | | 1910 | 50 | 21·27 | 43 | 19·55 | 10 | 4·40 | 40 | 16·85 |
| | | | 1911 | 51 | 18·26 | 44 | 15·62 | 7 | 2·62 | 48 | 17·27 |
| | | | 1912 | 41 | 12·13 | 50 | 14·78 | 8 | 2·41 | 57 | 16·94 |
| | | | 1st qr. of 1913 | 18 | 19·09 | 13 | 14·88 | 3 | 2·79 | 14 | 15·57 |
| | | | 1913-14 | 40 | 12·13 | 58 | 17·51 | 13 | 4·10 | 59 | 17·94 |
| 30 | (*a*) | Barsi Light ... ... | 1909 | 31 | 4·80 | 86 | 13·34 | 5 | 0·85 | 41 | 6·35 |
| | | | 1910 | 43 | 6·16 | 1,03 | 14·81 | 22 | 3·15 | 47 | 6·76 |
| | | | 1911 | 37 | 4·97 | 1,18 | 15·83 | 19 | 2·49 | 58 | 7·83 |
| | | | 1912 | 71 | 6·90 | 1,69 | 16·42 | 27 | 2·64 | 70 | 6·74 |
| | | | 1st qr. of 1913 | 20 | 6·38 | 41 | 13·30 | 8 | 2·54 | 23 | 7·42 |
| | | | 1913-14 | 73 | 5·55 | 1,63 | 12·40 | 25 | 1·92 | 79 | 5·99 |
| 31 | (*a*) | Bowringpet-Kolar ... | 1913-14 | ... | ... | 3 | 42·30 | 1 | 3·92 | 2 | 28·73 |
| 32 | (*a*) | Bukhtiarpore-Bihar Light | 1909 | 15 | 9·94 | 38 | 25·24 | 6 | 3·99 | 28 | 18·22 |
| | | | 1910 | 12 | 9·82 | 20 | 15·82 | 4 | 3·13 | 24 | 19·26 |
| | | | 1911 | 11 | 8·07 | 21 | 15·57 | 3 | 2·06 | 25 | 18·96 |
| | | | 1912 | 14 | 5·79 | 34 | 13·78 | 7 | 2·79 | 35 | 13·80 |
| | | | 1st qr. of 1913 | 3 | 8·61 | 12 | 34·12 | 1 | 2·98 | 8 | 23·17 |
| | | | 1913-14 | 23 | 14·78 | 33 | 20·89 | 5 | 3·03 | 33 | 20·80 |
| 35 | (*a*) | Champaner-Shivrajpur Light | 1911 | 14 | 21·81 | 14 | 21·85 | 3 | 4·53 | 9 | 13·55 |
| | | | 1912 | 13 | 15·07 | 20 | 22·46 | 2 | 1·94 | 10 | 11·67 |
| | | | 1st qr. of 1913 | 4 | 11·38 | 5 | 15·56 | 1 | 1·65 | 2 | 7·76 |
| | | | 1913-14 | 14 | 16·72 | 19 | 21·84 | 4 | 4·47 | 12 | 13·31 |
| 36 | (*a*) | Cutch ... ... | 1909 | 10 | 11·72 | 12 | 13·87 | 4 | 5·13 | 8 | 9·24 |
| | | | 1910 | 12 | 12·78 | 12 | 12·78 | 4 | 4·43 | 7 | 7·75 |
| | | | 1911 | 14 | 13·79 | 15 | 15·06 | 4 | 3·68 | 7 | 7·27 |
| | | | 1912 | 15 | 14·90 | 17 | 16·32 | 3 | 3·27 | 7 | 7·55 |
| | | | 1st qr. of 1913 | 3 | 14·34 | 3 | 15·77 | 1 | 4·11 | 2 | 7·95 |
| | | | 1913-14 | 28 | 23·91 | 12 | 11·86 | 5 | 5·20 | 7 | 7·47 |
| 37 | (*a*) | Dehri-Rohtas Light ... | 1911 | 9 | 8·94 | 6 | 24·48 | 2 | 7·70 | 15 | 63·02 |
| | | | 1912 | 11 | 13·34 | 7 | 9·22 | 3 | 3·52 | 15 | 18·51 |
| | | | 1st qr. of 1913 | 3 | 9·24 | 3 | 8·83 | 1 | 3·70 | 4 | 13·80 |
| | | | 1913-14 | 10 | 6·50 | 10 | 6·79 | 6 | 4·15 | 19 | 12·40 |

**DIX 6**—*contd.*

*system.* [*In thousands of rupees.*]

| General charges. | | Steam-boat expenses. | | Special and miscellaneous expenses, including contribution to Provident Fund. | | Total working expenses. | | Year. | Railway system. | Classification No. of Railway (Detailed in "Index" to Appendix 1). | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Rs. | Proportion per cent. to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | | | Sub-head. | Main head. |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| | | | | | | | | | 3′ 3½″ Gauge—*concld.* | | |
| 10,01 | 6·07 | ... | ... | 5,37 | 3·26 | 85,43 | 51 82 | 1909 | | | |
| 10,41 | 6·07 | ... | ... | 5,35 | 3·12 | 88,49 | 51·62 | 1910 | | | |
| 10,79 | 5·62 | ... | ... | 6,00 | 3·13 | 99,45 | 51·83 | 1911 | | | |
| 11,35 | 5·41 | ... | ... | 7,07 | 3·37 | 1,06,00 | 50·56 | 1912 | South Indian ... | (*b*), (*d*), (*e*) and (*g*) to (*i*) | 10 |
| 3,05 | 5·74 | ... | ... | 1,60 | 3·01 | 29,70 | 55·94 | 1st qr. of 1913 | | | |
| 11,94 | 5·26 | 43 | 0·19 | 2,21 | 3·62 | 1,28,89 | 56·79 | 1913-14 | | | |
| 14 | 5·76 | ... | ... | 5 | 1·97 | 1,18 | 48 62 | 1909 | | | |
| 15 | 5·80 | ... | ... | 5 | 1·95 | 1,18 | 47·05 | 1910 | | | |
| 16 | 5·66 | ... | ... | 9 | 3·06 | 1,31 | 46·07 | 1911 | | | |
| 16 | 5·22 | ... | ... | 9 | 2·81 | 1,48 | 48·50 | 1912 | Udaipur-Chitorgarh ... | (*a*) | 25 |
| 4 | 4·49 | ... | ... | 1 | 1·15 | 37 | 40·48 | 1st qr. of 1913 | | | |
| 17 | 5·17 | ... | ... | 6 | 1·83 | 1,54 | 48·18 | 1913-14 | | | |
| | | | | | | | | | 2′ 6″ Gauge. | | |
| 20 | 14·73 | ... | ... | 1 | 0·62 | 89 | 66·79 | 1911 | | | |
| 22 | 12·88 | ... | ... | 1 | 0·77 | 1,13 | 65·54 | 1912 | | | |
| 5 | 12·03 | ... | ... | 1 | 1·98 | 29 | 63·94 | 1st qr. of 1913 | Arrah-Sasaram Light ... | (*e*) | 27 |
| 23 | 11·62 | ... | ... | 2 | 1·29 | 1,23 | 63·37 | 1913-14 | | | |
| 7 | 4·27 | ... | ... | 2 | 0·77 | 1,05 | 60·45 | 1909 | | | |
| 14 | 5·93 | ... | ... | 2 | 0·89 | 1,62 | 68·89 | 1910 | | | |
| 14 | 5·08 | ... | ... | 2 | 0·82 | 1,66 | 59·67 | 1911 | | | |
| 16 | 4·72 | ... | ... | 4 | 1·01 | 1,76 | 51·99 | 1912 | Baraset-Basirhat Light ... | (*a*) | 29 |
| 4 | 4·43 | ... | ... | 1 | 0·81 | 53 | 58·17 | 1st qr. of 1913 | | | |
| 17 | 5·34 | ... | ... | 5 | 1·40 | 1,92 | 58·42 | 1913-14 | | | |
| 88 | 13·60 | ... | ... | 4 | 0·64 | 2,55 | 39·58 | 1909 | | | |
| 88 | 12·64 | ... | ... | 5 | 0·66 | 3,08 | 44·18 | 1910 | | | |
| 1,09 | 14·59 | ... | ... | 5 | 0·70 | 3,46 | 46·44 | 1911 | | | |
| 1,09 | 10·53 | ... | ... | 19 | 1·79 | 4,65 | 45·05 | 1912 | Barsi Light ... | (*a*) | 30 |
| 27 | 8·66 | ... | ... | 4 | 1·30 | 1,23 | 39·60 | 1st qr. of 1913 | | | |
| 1,09 | 8·26 | ... | ... | 22 | 1·66 | 4,71 | 35·78 | 1913-14 | | | |
| 1 | 15·80 | ... | ... | 1 | 12·53 | 8 | 103·33 | 1913-14 | Bowringpet-Kolar ... | (*a*) | 31 |
| 6 | 3·75 | ... | ... | 1 | 0·56 | 94 | 61·70 | 1909 | | | |
| 6 | 5·20 | ... | ... | 3 | 2·66 | 69 | 55·99 | 1910 | | | |
| 9 | 6·73 | ... | ... | 3 | 1·99 | 72 | 53·38 | 1911 | | | |
| 10 | 3·86 | ... | ... | 8 | 3·08 | 1,08 | 43·10 | 1912 | | | |
| 3 | 3·34 | ... | ... | 2 | 4·26 | 29 | 80·48 | 1st qr. of 1913 | Bukhtiarpore-Bihar Light | (*a*) | 32 |
| 10 | 5·94 | ... | ... | 8 | 5·22 | 1,12 | 70 65 | 1913-14 | | | |
| 8 | 13·34 | ... | ... | 1 | 0·66 | 49 | 75·74 | 1911 | | | |
| 10 | 11·93 | ... | ... | 1 | 0·79 | 56 | 63·86 | 1912 | | | |
| 3 | 8·24 | ... | ... | ... | ... | 15 | 44·59 | 1st qr. of 1913 | Champaner-Shivrajpur Light. | (*a*) | 35 |
| 12 | 13·96 | ... | ... | 1 | 0·62 | 62 | 70·92 | 1913-14 | | | |
| 3 | 3·65 | ... | ... | ... | ... | 37 | 43·61 | 1909 | | | |
| 2 | 2·55 | ... | ... | ... | ... | 37 | 40·24 | 1910 | | | |
| 2 | 2·25 | ... | ... | ... | ... | 42 | 42·05 | 1911 | | | |
| 3 | 2·63 | ... | ... | ... | ... | 45 | 44·67 | 1912 | Cutch ... ... | (*a*) | 36 |
| 1 | 2·90 | ... | ... | ... | ... | 10 | 45·07 | 1st qr. of 1913 | | | |
| 12 | 12·33 | ... | ... | ... | ... | 64 | 65·77 | 1913-14 | | | |
| 4 | 16·93 | ... | ... | ... | ... | 36 | 151·07 | 1911 | | | |
| 6 | 8·22 | ... | ... | 3 | 3·36 | 45 | 53·17 | 1912 | | | |
| 2 | 7·63 | ... | ... | ... | ... | 13 | 43·20 | 1st qr. of 1913 | Dehri-Rohtas Light ... | (*a*) | 37 |
| 10 | 6·67 | ... | ... | 1 | 0·82 | 56 | 37·33 | 1913-14 | | | |

*Details of working expenses of each railway*

| Classification No. of railway (Detailed in "Index" to Appendix 1). | | Railway system. | Year. | Maintenance of way, works and stations. | | Locomotive expenses. | | Carriage and wagon expenses. | | Traffic expenses. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | 2' 6" Gauge—*contd.* | | | | | | | | | |
| 38 | (a) | Dholpur-Bari ... | 1909 | 5 | 15·39 | 9 | 23·93 | 2 | 5·90 | 7 | 19·92 |
| | | | 1910 | 6 | 13·12 | 9 | 17·95 | 2 | 5·20 | 5 | 10·19 |
| | | | 1911 | 6 | 14·10 | 6 | 15·00 | 3 | 7·71 | 5 | 12·15 |
| | | | 1912 | 6 | 15·24 | 10 | 25·19 | 4 | 9·81 | 5 | 13·63 |
| | | | 1st qr. of 1913 | 2 | 11·28 | 2 | 17·89 | 1 | 8·01 | 2 | 12·98 |
| | | | 1913-14 | 7 | 13·40 | 7 | 12·76 | 3 | 5·62 | 7 | 13·70 |
| 40 | (a) | Godhra-Lunavada ... | 1913-14 | 1 | 10·35 | 3 | 25·36 | 1 | 3·09 | 3 | 25·56 |
| 41 | (a) | Jessore-Jhenidah ... | 1913-14 | 2 | 3·74 | 8 | 15·87 | 2 | 3·14 | 9 | 18·45 |
| 42 | (a) | Madaya Light ... | 1912 1st qr. of 1913 1913-14 | Information not furnished. | | | | ... | ... | ... | ... |
| 10 | (j) & (k) | Morappur-Dharmapuri and Tirupattur-Krishnagiri. | 1909 | 20 | 23·53 | 49 | 57·64 | 5 | 5·88 | 7 | 8·24 |
| | | | 1910 | 24 | 23·30 | 39 | 37·87 | 5 | 4·85 | 8 | 7·77 |
| | | | 1911 | 31 | 29·25 | 39 | 36·79 | 5 | 4·72 | 7 | 6·60 |
| | | | 1912 | 29 | 25·66 | 41 | 36·28 | 4 | 3·54 | 8 | 7·08 |
| | | | 1st qr. of 1913 | 10 | 41·67 | 13 | 54·16 | 1 | 4·17 | 2 | 8·33 |
| | | | 1913-14 | 51 | 23·18 | 96 | 53·04 | 7 | 3·87 | 14 | 7·73 |
| 1 | (d) | Mourbhanj ... ... | 1909 | 7 | 12·50 | 10 | 17·94 | 5 | 9·23 | 7 | 12·67 |
| | | | 1910 | 12 | 21·08 | 9 | 14·88 | 2 | 3·83 | 7 | 12·18 |
| | | | 1911 | 6 | 9·68 | 9 | 14·52 | 4 | 6·45 | 7 | 11·29 |
| | | | 1912 | 8 | 15·69 | 6 | 11·77 | 5 | 9·80 | 7 | 13·72 |
| | | | 1st qr. of 1913 | 1 | 8·49 | 2 | 13·40 | 1 | 5·53 | 2 | 10·86 |
| | | | 1913-14 | 7 | 10·45 | 7 | 10·45 | 4 | 5·97 | 8 | 11·94 |
| 43 | (a) | Nadiad-Kapadvanj ... | 1st qr. of 1913 | 2 | 22·60 | 1 | 21·79 | ... | ... | 1 | 17·27 |
| | | | 1913-14 | 8 | 7·53 | 20 | 19·17 | 2 | 1·86 | 15 | 15·07 |
| 1 | (f) | Parlakimedi Light ... | 1909 | 7 | 26·52 | 6 | 24·12 | ... | ... | 4 | 14·34 |
| | | | 1910 | 5 | 19·41 | 7 | 24·03 | 1 | 3·35 | 3 | 11·50 |
| | | | 1911 | 8 | 24·24 | 8 | 24·24 | 2 | 6·06 | 3 | 9·09 |
| | | | 1912 | 10 | 25·00 | 9 | 22·50 | 3 | 7·50 | 3 | 7·50 |
| | | | 1st qr. of 1913 | 2 | 17·65 | 2 | 14·03 | ... | ... | 1 | 5·78 |
| | | | 1913-14 | 13 | 25·49 | 8 | 15·69 | 5 | 9·81 | 4 | 7·84 |
| 24 | (c) | Powayan Light ... | 1909 | 13 | 14·03 | 21 | 22·94 | 4 | 3·88 | 8 | 9·30 |
| | | | 1910 | 14 | 14·70 | 19 | 19·06 | 5 | 5·73 | 8 | 8·85 |
| | | | 1911 | 14 | 13·24 | 19 | 18·57 | 6 | 5·86 | 10 | 9·93 |
| | | | 1912 | 16 | 16·00 | 18 | 17·96 | 7 | 6·68 | 10 | 10·18 |
| | | | 1st qr. of 1913 | 2 | 10·45 | 5 | 25·00 | 1 | 6·41 | 3 | 12·21 |
| | | | 1913-14 | 14 | 14·43 | 21 | 21·65 | 5 | 5·15 | 10 | 10·31 |
| 44 | (a) | Shahdara (Delhi)-Saharanpur Light. | 1909 | 33 | 8·11 | 58 | 14·36 | 11 | 2·62 | 63 | 15·43 |
| | | | 1910 | 45 | 8·86 | 62 | 12·38 | 8 | 1·70 | 64 | 12·76 |
| | | | 1911 | 44 | 8·26 | 59 | 10·97 | 8 | 1·53 | 66 | 12·41 |
| | | | 1912 | 58 | 9·49 | 66 | 10·80 | 10 | 1·66 | 72 | 11·86 |
| | | | 1st qr. of 1913 | 16 | 8·08 | 14 | 7·46 | 3 | 1·42 | 22 | 11·37 |
| | | | 1913-14 | 62 | 9·99 | 70 | 11·26 | 12 | 2·01 | 76 | 12·24 |
| 45 | (a) | Tarkessur-Magra Light | 1909 | 16 | 12·89 | 26 | 21·00 | 8 | 6·59 | 21 | 17·02 |
| | | | 1910 | 15 | 11·95 | 21 | 16·60 | 7 | 5·71 | 22 | 18·12 |
| | | | 1911 | 16 | 12·41 | 21 | 17·06 | 8 | 6·25 | 23 | 18·18 |
| | | | 1912 | 16 | 11·82 | 20 | 15·53 | 6 | 4·64 | 23 | 17·50 |
| | | | 1st qr. of 1913 | 3 | 9·98 | 7 | 20·82 | 2 | 5·43 | 6 | 17·80 |
| | | | 1913-14 | 15 | 11·27 | 22 | 16·66 | 8 | 6·05 | 23 | 17·12 |

## DIX 6—*contd.*

*system.* [*In thousands of rupees.*]

| General charges. | | Steamer boat expenses. | | Special and miscellaneous expenses, including contribution to Provident Fund. | | Total working expenses. | | Year. | Railway system. | Classification No. of Railway (Detailed in "Index" to Appendix 1). | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | | | Sub-head. | Main head. |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| | | | | | | | | | 2' 6" GAUGE—*contd.* | | |
| 6 | 16·24 | ... | ... | 1 | 2·68 | 30 | 84·06 | 1909 | | | |
| 6 | 12·53 | ... | ... | ... | ... | 28 | 58·29 | 1910 | | | |
| 6 | 15·44 | ... | ... | 1 | 1·10 | 27 | 65·50 | 1911 | | | |
| 6 | 15·61 | ... | ... | 1 | 0·79 | 32 | 80·27 | 1912 | Dholpur-Bari ... | (a) | 28 |
| 1 | 10 38 | ... | ... | ... | ... | 8 | 60 04 | 1st qr. of 1913 | | | |
| 7 | 13·53 | ... | ... | 1 | 1·03 | 32 | 60·04 | 1913-14. | | | |
| 3 | 21·64 | ... | ... | ... | ... | 11 | 86·00 | 1913-14 | Godhra-Lunavada ... | (a) | 40 |
| 16 | 31·60 | ... | ... | 1 | 2·75 | 33 | 75·55 | 1913-14 | Jessore-Jhenidah ... | (a) | 41 |
| Information not furnished | | | ... | ... | ... | ... | ... | 1912 1st qr. of 1913 1913-14. | Madaya Light ... | (a) | 42 |
| 7 | 8·24 | ... | ... | 3 | 3·53 | 91 | 107·06 | 1909 | | | |
| 5 | 4·85 | ... | ... | 2 | 1·94 | 83 | 80·58 | 1910 | | | |
| 5 | 4·72 | ... | ... | 1 | 0·94 | 88 | 88·02 | 1911 | Morappur-Dharmapuri and Tirupattur-Krishnagiri. | (f) & (k) | 10 |
| 6 | 5·31 | ... | ... | 2 | 1·77 | 90 | 79·64 | 1912 | | | |
| 1 | 4·17 | ... | ... | 1 | 4·17 | 28 | 116·67 | 1st qr. of 1913 | | | |
| 10 | 5·52 | ... | ... | 6 | 3·31 | 1,84 | 101 65 | 1913-14. | | | |
| 2 | 3·87 | ... | ... | ... | ... | 31 | 56·26 | 1909 | | | |
| 2 | 3·56 | ... | ... | 1 | 1·17 | 33 | 56·70 | 1910 | | | |
| 2 | 3·22 | ... | ... | 1 | 1·61 | 29 | 46·77 | 1911 | | | |
| 2 | 3·92 | ... | ... | ... | ... | 29 | 54·90 | 1912 | Mourbhanj ... ... | (d) | 1 |
| 1 | 4·88 | ... | ... | ... | ... | 7 | 43·16 | 1st qr. of 1913 | | | |
| 3 | 4·48 | ... | ... | 1 | 1·49 | 30 | 44·78 | 1913-14. | | | |
| 1 | 10·59 | ... | ... | ... | ... | 5 | 72·45 | 1st qr. of 1913. | Nadiad-Kapadvanj ... | (n) | 43 |
| 16 | 15·29 | ... | ... | 1 | 0·95 | 62 | 59·87 | 1913-14 | | | |
| 2 | 8·07 | ... | ... | ... | ... | 19 | 73·05 | 1909 | | | |
| 2 | 7·20 | ... | ... | 1 | 4·01 | 19 | 69·50 | 1910 | | | |
| 2 | 6·06 | ... | ... | ... | ... | 23 | 69·69 | 1911 | | | |
| 2 | 5·00 | ... | ... | 1 | 2·50 | 28 | 70·00 | 1912 | Parlakimedi Light ... | (f) | 1 |
| 1 | 3 93 | ... | ... | ... | ... | 6 | 41 39 | 1st qr. of 1913 | | | |
| 2 | 3 92 | ... | ... | 1 | 1·96 | 33 | 64,71 | 1913-14. | | | |
| 8 | 2·19 | ... | ... | 1 | 1·03 | 55 | 60·35 | 1909 | | | |
| 10 | 10·43 | ... | ... | 1 | 0·91 | 57 | 60·31 | 1910 | | | |
| 12 | 11·85 | ... | ... | 1 | 0·55 | 62 | 60·00 | 1911 | | | |
| 9 | 8·64 | ... | ... | 1 | 0·80 | 61 | 60·26 | 1912 | Powayan Light ... | (c) | 24 |
| 1 | 5·93 | ... | ... | ... | ... | 12 | 60·00 | 1st qr. of 1913 | | | |
| 9 | 9·28 | ... | ... | ... | ... | 59 | 60·82 | 1913-14. | | | |
| 39 | 9·70 | ... | ... | 6 | 1·48 | 2,10 | 51·70 | 1909 | | | |
| 32 | 7·59 | ... | ... | 8 | 1·51 | 2,25 | 44·80 | 1910 | | | |
| 33 | 7·06 | ... | ... | 7 | 1·38 | 2,22 | 41·61 | 1911 | | | |
| 42 | 6·83 | ... | ... | 8 | 1·23 | 2,56 | 41·87 | 1912 | Shahdara (Delhi)-Saharanpur Light. | (a) | 44 |
| 9 | 4·90 | ... | ... | 2 | 1·05 | 66 | 34 28 | 1st qr. of 1913 | | | |
| 42 | 6 88 | ... | ... | 7 | 1·15 | 2,69 | 43·53 | 1913-14. | | | |
| 13 | 10·66 | ... | ... | 2 | 1·30 | 86 | 69·46 | 1909 | | | |
| 15 | 12·25 | ... | ... | 1 | 0·73 | 81 | 65·36 | 1910 | | | |
| 15 | 11·63 | ... | ... | 1 | 0·52 | 84 | 66·05 | 1911 | | | |
| 16 | 12·50 | ... | ... | 1 | 0·70 | 82 | 62·69 | 1912 | Tarkessur-Magra Light... | (e) | 45 |
| 4 | 12·07 | ... | ... | ... | ... | 22 | 66·10 | 1st qr. of 1913 | | | |
| 16 | 12·20 | ... | ... | 3 | 1·85 | 87 | 65 15 | 1913-14. | | | |

*Details of working expenses of each railway*

| Classification No. of railway (Detailed in "Index" to Appendix 1). | | Railway system. | Year. | Maintenance of way, works and stations. | | Locomotive expenses. | | Carriage and wagon expenses. | | Traffic expenses. | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | 2' 6" Gauge—*concld.* | | | | | | | | | |
| | | | 1909 | 12 | 13·97 | 13 | 14·87 | 8 | 9·76 | 14 | 16·57 |
| | | | 1910 | 14 | 14·73 | 13 | 14·08 | 9 | 9·90 | 15 | 16·02 |
| | | | 1911 | 24 | 20·77 | 14 | 11·77 | 11 | 9·96 | 17 | 14·92 |
| 46 | (a) | Tezpore-Balipara Light ... | 1912 | 16 | 13·13 | 16 | 13·36 | 18 | 15·23 | 19 | 15·29 |
| | | | 1st qr. of 1913 | 4 | 15·42 | 4 | 14·02 | 5 | 19·52 | 5 | 19·00 |
| | | | 1913-14. | 18 | 13·14 | 20 | 14·69 | 18 | 13·30 | 21 | 15·65 |
| | | 2' 0" Gauge. | | | | | | | | | |
| | | | 1909 | 85 | 8·63 | 1,77 | 17·87 | 48 | 4·87 | 93 | 9·37 |
| | | | 1910 | 94 | 9·40 | 1,74 | 17·37 | 59 | 5·85 | 1,00 | 9·90 |
| | | | 1911 | 1,04 | 10·15 | 1,80 | 17·47 | 57 | 5·54 | 1,02 | 9·87 |
| 47 | (a) | Darjeeling-Himalayan ... | 1912 | 1,11 | 9·76 | 1,97 | 17·31 | 77 | 6·70 | 98 | 8·68 |
| | | | 1st qr. of 1913 | 28 | 11·35 | 52 | 21·43 | 13 | 5·53 | 29 | 12·00 |
| | | | 1913-14 | 1,14 | 9·50 | 2,31 | 19·27 | 79 | 6·58 | 1,26 | 10·50 |
| 48 | (a) | Gwalior Light ... | 1913-14 | 55 | 10·70 | ... | ... | *1,84 | 35·80 | 30 | 5·83 |
| | | | 1909 | 59 | 13·40 | 65 | 14·81 | 16 | 3·70 | 66 | 15·21 |
| | | | 1910 | 56 | 11·54 | 83 | 17·20 | 33 | 6·85 | 67 | 13·82 |
| | | | 1911 | 51 | 10·19 | 65 | 13·06 | 26 | 5·17 | 69 | 13·90 |
| 49 | (a) | Howrah-Amta Light ... | 1912 | 51 | 9·18 | 67 | 12·02 | 18 | 3·24 | 80 | 14·30 |
| | | | 1st qr. of 1913 | 16 | 10·29 | 21 | 13·85 | 7 | 4·56 | 23 | 15·07 |
| | | | 1913-14 | 72 | 12·13 | 91 | 15·40 | 24 | 4·12 | 95 | 15·93 |
| | | | 1909 | 18 | 16·68 | 17 | 15·83 | 5 | 4·48 | 23 | 21·47 |
| | | | 1910 | 11 | 9·67 | 12 | 9·95 | 3 | 2·48 | 21 | 17·30 |
| | | | 1911 | 16 | 12·28 | 13 | 10·37 | 3 | 2·59 | 22 | 17·45 |
| 50 | (a) | Howrah-Sheakhala Light | 1912 | 16 | 11·33 | 14 | 10·25 | 3 | 1·98 | 23 | 16·00 |
| | | | 1st qr. of 1913 | 3 | 8·82 | 4 | 9·81 | 1 | 2·81 | 6 | 15·51 |
| | | | 1913-14. | *32 | 20·14 | 15 | 9·88 | 3 | 2·17 | 26 | 16·56 |
| | | | 1911 | 1 | 19·36 | 3 | 40·60 | ... | ... | 2 | 20·65 |
| | | | 1912 | 3 | 10·94 | 9 | 37·66 | 1 | 4·07 | 7 | 27·24 |
| 51 | (a) | Jagadhri Light ... | 1st qr. of 1913 | 1 | 10·47 | 2 | 31·08 | ... | ... | 1 | 16·24 |
| | | | 1913-14. | 2 | 9·04 | 7 | 29·09 | 1 | 1·49 | 6 | 24·63 |
| | | | 1909 | 16 | 16·20 | 35 | 34·70 | 4 | 4·47 | 18 | 17·71 |
| | | | 1910 | 22 | 22·97 | 28 | 28·84 | 8 | 8·68 | 14 | 15·05 |
| | | | 1911 | 21 | 19·27 | 24 | 22·02 | 7 | 6·42 | 14 | 12·84 |
| 52 | (a) | Jorhat (Provincial) ... | 1912 | 22 | 18·03 | 25 | 20·40 | 8 | 6·57 | 15 | 12·29 |
| | | | 1st qr. of 1913 | 6 | 19·19 | 5 | 18·56 | 1 | 3·51 | 4 | 13·03 |
| | | | 1913-14 | 25 | 19·23 | 27 | 20·77 | 7 | 5·38 | 15 | 11·54 |
| | | | 1910 | ... | ... | 1 | 63·51 | ... | ... | ... | ... |
| | | | 1911 | 3 | 19·87 | 5 | 30·90 | 1 | 5·68 | 2 | 10·75 |
| 19 | (f) | Pipar Road-Bhavi Light... | 1912 | 4 | 18·38 | 9 | 37·78 | 1 | 5·09 | 2 | 11·27 |
| | | | 1st qr. of 1913 | 1 | 15·04 | 2 | 32·26 | ... | ... | 1 | 15·88 |
| | | | 1913-14. | 5 | 19·23 | 12 | 46·15 | 5 | 19·23 | 2 | 7·69 |
| | | | 1909 | 5,82,95 | 12·39 | 9,52,19 | 20·23 | 2,54,42 | 5·40 | 4,63,54 | 9·85 |
| | | | 1910 | 6,35,86 | 12·43 | 9,51,61 | 18·61 | 2,52,68 | 4·94 | 4,77,91 | 9·34 |
| | | | 1911 | 6,97,47 | 12·62 | 10,00,77 | 18·10 | 2,85,76 | 5·17 | 4,97,06 | 8·99 |
| | | **Total of all railways** | 1912 | 6,80,82 | 11·04 | 10,68,70 | 17·33 | 2,90,08 | 4·71 | 5,27,43 | 8·56 |
| | | | 1st qr. of 1913 | 2,13,38 | 13·14 | 2,82,59 | 18·02 | 88,81 | 5·47 | 1,37,92 | 8·50 |
| | | | 1913-14. | 7,51,15 | 11·81 | 11,60,84 | 18·25 | 3,08,67 | 4·85 | 5,60,83 | 8·82 |

* Includes locomotive expenses.

**DIX 6—*concld.***

*system.* [*In thousands of rupees.*]

| General charges. | | Steam-boat expenses. | | Special and miscellaneous expenses, including contribution to Provident Fund. | | Total working expenses. | | Year. | Railway system. | Classification No. of Railway (Detailed in "Index" to Appendix 1). | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | Rs. | Proportion per cent to gross earnings. | | | Sub-head. | Main head. |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| | | | | | | | | | 2' 6" Gauge—*concld.* | | |
| 14 | 15·74 | ... | ... | 1 | 1·61 | 62 | 72·52 | 1909 | | | |
| 15 | 16·18 | ... | ... | 2 | 1·49 | 68 | 72·40 | 1910 | | | |
| 15 | 13·39 | ... | ... | 2 | 1·42 | 83 | 72·23 | 1911 | | | |
| 16 | 13·57 | ... | ... | 1 | 0·65 | 86 | 71·23 | 1912 | Tezpore-Balipara Light ... | (*a*) | 46 |
| 5 | 17·30 | ... | ... | ... | ... | 23 | 85·26 | 1st qr. of 1913 | | | |
| 16 | 12·14 | ... | ... | 1 | 0·71 | 94 | 69·03 | 1913-14 | | | |
| | | | | | | | | | 2' 0" Gauge. | | |
| 1,02 | 10·29 | ... | ... | 39 | 3·99 | 5,49 | 55·52 | 1909 | | | |
| 1,01 | 10·08 | ... | ... | 34 | 3·36 | 5,62 | 55·96 | 1910 | | | |
| 1,07 | 10·37 | ... | ... | 35 | 3·46 | 5,85 | 56·86 | 1911 | | | |
| 1,08 | 9·46 | ... | ... | 37 | 3·25 | 6,28 | 55·11 | 1912 | Darjeeling-Himalayan ... | (*a*) | 47 |
| 26 | 10·56 | ... | ... | 8 | 3·25 | 1,56 | 64·15 | 1st qr. of 1913 | | | |
| 1,11 | 9·25 | ... | ... | 37 | 3·08 | 6,98 | 58·18 | 1913-14 | | | |
| 30 | 5·83 | ... | ... | 5 | 0·98 | 3,04 | 59·14 | 1913-14 | Gwalior Light ... | (*a*) | 48 |
| 17 | 3·86 | ... | ... | 3 | 0·81 | 2,26 | 51·79 | 1909 | | | |
| 24 | 4·90 | ... | ... | 5 | 1·17 | 2,68 | 55·48 | 1910 | | | |
| 27 | 5·34 | ... | ... | 8 | 1·70 | 2,46 | 49·36 | 1911 | | | |
| 29 | 5·24 | ... | ... | 8 | 1·34 | 2,53 | 45·32 | 1912 | Howrah-Amta Light ... | (*a*) | 49 |
| 7 | 4·81 | ... | ... | 2 | 1·31 | 76 | 49·89 | 1st qr. of 1913 | | | |
| 33 | 5·48 | ... | ... | 10 | 1·69 | 3,25 | 54·75 | 1913-14 | | | |
| 5 | 4·70 | ... | ... | 1 | 1·00 | 69 | 64·16 | 1909 | | | |
| 8 | 6·57 | ... | ... | 1 | 1·14 | 56 | 47·11 | 1910 | | | |
| 9 | 6·92 | ... | ... | 1 | 1·07 | 64 | 50·68 | 1911 | | | |
| 9 | 6·55 | ... | ... | 1 | 0·82 | 66 | 46·33 | 1912 | Howrah-Sheakhala Light | (*a*) | 50 |
| 2 | 5·67 | ... | ... | ... | ... | 16 | 42·62 | 1st qr. of 1913 | | | |
| 10 | 6·10 | ... | ... | 2 | 1·02 | 88 | 55·87 | 1913-14 | | | |
| 1 | 6·75 | ... | ... | ... | ... | 7 | 87·36 | 1911 | | | |
| 3 | 13·22 | ... | ... | ... | ... | 23 | 93·13 | 1912 | | | |
| 1 | 20·69 | ... | ... | ... | ... | 5 | 78·48 | 1st qr. of 1913 | Jagadhri Light ... | (*a*) | 51 |
| 5 | 20·09 | ... | ... | 1 | 2·07 | 22 | 86·41 | 1913-14 | | | |
| 14 | 14·56 | ... | ... | 1 | 1·02 | 88 | 88·66 | 1909 | | | |
| 15 | 15·57 | ... | ... | 1 | 1·05 | 88 | 92·16 | 1910 | | | |
| 11 | 10·09 | ... | ... | 1 | 0·92 | 78 | 71·56 | 1911 | | | |
| 15 | 12·29 | ... | ... | 4 | 3·28 | 89 | 72·95 | 1912 | Jorhat (Provincial) ... | (*a*) | 52 |
| 4 | 14·03 | ... | ... | 1 | 1·14 | 21 | 69·46 | 1st qr. of 1913 | | | |
| 14 | 10·77 | ... | ... | 2 | 1·54 | 90 | 69·23 | 1913-14 | | | |
| ... | ... | ... | ... | ... | ... | 1 | 63·51 | 1910 | | | |
| ... | ... | ... | ... | ... | ... | 11 | 67·20 | 1911 | | | |
| 1 | 3·51 | ... | ... | ... | ... | 17 | 76·03 | 1912 | Pipar Road-Bhavi Light | (*f*) | 19 |
| ... | ... | ... | ... | ... | ... | 4 | 63·18 | 1st qr. of 1913 | | | |
| 1 | 3·85 | ... | ... | ... | ... | 25 | 96·15 | 1913-14 | | | |
| 2,35,07 | 4·99 | 25,76 | 0·55 | 1,24,55 | 2·65 | 26,38,48 | 56·06 | 1909 | | | |
| 2,35,29 | 4·60 | 26,94 | 0·53 | 1,35,43 | 2·65 | 27,15,72 | 53·10 | 1910 | | | |
| 2,43,63 | 4·39 | 25,28 | 0·46 | 1,35,00 | 2·44 | 28,83,92 | 52·17 | 1911 | | | |
| 2,52,46 | 4·09 | 26,48 | 0·43 | 1,69,95 | 2·76 | 30,15,92 | 48·92 | 1912 | Total of all railways. | | |
| 65,81 | 4·05 | 7,74 | 0·48 | 42,59 | 2·62 | 8,48,84 | 52·28 | 1st qr. of 1913 | | | |
| 2,74,34 | 4·32 | 27,91 | 0·44 | 2,09,80 | 3·30 | 32,93,04 | 51·79 | 1913-14 | | | |

# APPENDIX 7.

## *General results of working each railway system.*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Year. | Mileage open at close of the year. | Total train-mileage (in thousands of miles). | Total capital outlay, including ferries and suspense, on open line (in thousands of rupees). | Gross earnings (in thousands of rupees). | Working expenses (in thousands of rupees). | Net earnings (in thousands of rupees). | Percentage of working expenses to gross earnings. | Percentage of net earnings on total capital outlay given in column (7). |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | 5' 6" GAUGE. | | | | | | | | | |
| | | | 1909 | 2,348·63 | 7,074 | 33,01,56 | 2,87,72 | 1,56,30 | 1,31,42 | 54·32 | 3·91 |
| | | | 1910 | 2,395·39 | 7,810 | 34,13,96 | 3,08,53 | 1,58,21 | 1,50,32 | *51·28 | 4·40 |
| 1 | (a) to (c), (e), (g) and (h) | Bengal-Nagpur | 1911 | 2,488·92 | 8,592 | 35,24,88 | 3,39,70 | 1,71,48 | 1,68,22 | *50·48 | 4·77 |
| | | | 1912 | 2,489·92 | 9,526 | 35,72,18 | 4,02,63 | 1,84,14 | 2,18,49 | *45·74 | 6·12 |
| | | | 1st qr. of 1913 | 2,489·92 | 2,504 | 36,11,95 | 1,15,26 | 55,79 | 59,47 | *48·40 | 1·65 |
| | | | 1913-14 | 2,673·22 | 10,303 | 38,65,58 | 4,20,59 | 2,05,53 | 2,15,06 | *48 87 | 5·56 |
| | | | 1909 | 1,199·15 | 4,647 | 20,17,63 | 2,49,22 | 1,20,30 | 1,28,92 | 48·27 | 6·39 |
| | | | 1910 | 1,199·15 | 5,150 | 20,44,89 | 2,82,50 | 1,38,50 | 1,44,00 | 49·03 | 7·04 |
| 2 | (a) to (e), and (m) to (o) | Bombay, Baroda and Central India. | 1911 | 1,199·15 | 6,005 | 21,21,11 | 3,06,80 | 1,49,61 | 1,57,19 | 48·76 | 7·44 |
| | | | 1912 | 1,351 09 | 6,892 | 24,01,01 | 3,56,03 | 1,79,17 | 1,76,86 | 50·32 | 7·42 |
| | | | 1st qr. of 1913 | 1,351·08 | 1,728 | 24,36,57 | 95,97 | 45,14 | 50,83 | 47·03 | 2·09 |
| | | | 1913-14 | 1,425·30 | 6,961 | 26,00,92 | 3,91,04 | 1,91,44 | 1,99,60 | 48·96 | 7·70 |
| | | | 1909 | 507·23 | 3,898 | 13,60,76 | 1,62,69 | 1,09,37 | 53,32 | 67·22 | 3·92 |
| | | | 1910 | 511·43 | 3,890 | 14,08,24 | 1,65,28 | 95,47 | 69,81 | 57·76 | 4·96 |
| 3 | (a) | Eastern Bengal | 1911 | 512·16 | 4,234 | 14,40,21 | 1,81,23 | 1,13,19 | 68,04 | 62·45 | 4·72 |
| | | | 1912 | 511·86 | 4,420 | 15,07,10 | 1,99,18 | 1,19,46 | 79,72 | 59·97 | 5·29 |
| | | | 1st qr. of 1913 | 511·83 | 1,089 | 15,89,76 | 49,76 | 26,61 | 23,15 | 53·47 | 1·46 |
| | | | 1913-14 | 507·20 | 4,514 | 16,38,73 | 2,07,21 | 1,17,79 | 89,42 | 56·65 | 5·30 |
| | | | 1909 | 2,475·83 | 19,416 | 62,78,35 | 8,28,70 | 3,32,49 | 4,96,21 | 40·12 | 7·90 |
| | | | 1910 | 2,506·30 | 19,527 | 63,20,57 | 8,90,33 | 3,49,84 | 5,40,49 | 39·29 | 8·55 |
| 4 | (a) to (d) | East Indian ... | 1911 | 2,559·38 | 21,289 | 64,22,01 | 9,57,61 | 3,75,27 | 5,82,34 | 39·19 | 9·07 |
| | | | 1912 | 2,624·61 | 22,914 | 65,84,16 | 10,51,66 | 3,95,67 | 6,55,99 | 37·62 | 9 96 |
| | | | 1st qr. of 1913 | 2,652·93 | 5,903 | 66,26.33 | 2,67,63 | 1,12,35 | 1,55,28 | 41·98 | 2·34 |
| | | | 1913-14 | 2,717·72 | 24,063 | 69,67,23 | 10,62,16 | 4,25,58 | 6,36,58 | 40·07 | 9·14 |
| | | | 1909 | 3,157·43 | 17,763 | 54,25,04 | 6,61,11 | 3,81,36 | 2,79,75 | 57·69 | 5·18 |
| | | | 1910 | 3,164·12 | 18,871 | 55,77,74 | 7,34,34 | 4,12,70 | 3,21,64 | 56·20 | 5·77 |
| 5 | (a) to (h) | Great Indian Peninsula. | 1911 | 3,164·66 | 20,243 | 57,13 62 | 7,74,50 | 4,28,33 | 3,46,17 | 55·30 | 6·06 |
| | | | 1912 | 3,168·57 | 21,448 | 58,72,37 | 8,65,79 | 4,67,21 | 3,98,58 | 53·96 | 6·79 |
| | | | 1st qr. of 1913 | 3,162·65 | 5,559 | 59,63,29 | 2,52,97 | 1,37,32 | 1,15,65 | 54·28 | 1·94 |
| | | | 1913-14 | 3,025·96 | 21,806 | 63,25,79 | 9,17,34 | 5,51,61 | 3,65,73 | 60 13 | 5 78 |
| | | | 1909 | 1,041·61 | 4,313 | 17,18,61 | 1,80,92 | 1,07,42 | 73,50 | 59·37 | 4·28 |
| | | | 1910 | 1,041·61 | 4,423 | 17,49,13 | 1,89,68 | 1,08,20 | 81,48 | 57·04 | 4·66 |
| 6 | (a) and (b) | Madras and Southern Mahratta. | 1911 | 1,041·61 | 4,356 | 17,85,74 | 1,98,11 | 1,08,32 | 89,79 | 54·68 | 5·03 |
| | | | 1912 | 1,041 61 | 4,584 | 17,92,95 | 2,18,42 | 1,13,88 | 1,04,54 | 52·14 | 5·83 |
| | | | 1st qr. of 1913 | 1,041·61 | 1,197 | 18,09,28 | 59,60 | 26,71 | 32,89 | 44·82 | 1·82 |
| | | | 1913-14 | 1,041·61 | 4,704 | 18,37,99 | 2,28,44 | 1,23,47 | 1,04,97 | 54 05 | 5·71 |
| | | | 1909 | 350·71 | 1,216 | 4,80,00 | 50,04 | 22,08 | 27,96 | 44·12 | 5·83 |
| | | | 1910 | 350·71 | 1,493 | 4,84,14 | 56,53 | 26,53 | 30,05 | 46·89 | 6·20 |
| 7 | (a) & (b) | Nizam's Guaranteed State. | 1911 | 350·71 | 1,476 | 4,75,56 | 60,62 | 32,08 | 28,54 | 52·92 | 6·00 |
| | | | 1912 | 350·71 | 1,468 | 4,97,19 | 61,61 | 27,80 | 33,81 | 45·12 | 6·80 |
| | | | 1st qr. of 1913 | 350·71 | 367 | 5,00,09 | 17,64 | 9,82 | 7,82 | 35·67 | 1·56 |
| | | | 1913-14 | 350·71 | 1,614 | 5,21,93 | 70,89 | 36,11 | 34,78 | 50·94 | 6·66 |

* See Appendix 1.

# APPENDIX 7—*contd.*

## *General results of working each railway system.*

| Classification No. of Railway (detailed in "Index" to Appendix 1). | | Railway system. | Year. | Mileage open at close of the year. | Total train-mileage (in thousands of miles). | Total capital outlay, including ferries and suspense, on open line (in thousands of rupees). | Gross earnings (in thousands of rupees). | Working expenses (in thousands of rupees). | Net earnings (in thousands of rupees). | Percentage of working expenses to gross earnings. | Percentage of net earnings on total capital outlay given in column (7). |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | 5' 6" GAUGE—*contd.* | | | | | | | | | |
| 8 | (*a*) to (*o*) | North Western— | | | | | | | | | |
| | | Commercial section. | 1909 | 3,277·65 | 17,354 | 58,09,17 | 6,90,72 | 4,25,25 | 2,65,47 | 61·57 | 4·58 |
| | | | 1910 | 3,509·56 | 17,387 | 60,35,79 | 7,70,36 | 4,66,53 | 3,03,80 | 60·56 | 5·03 |
| | | | 1911 | 3,623·92 | 18,751 | 68,43,75 | 8,32,96 | 4,64,50 | 3,63,46 | 55·77 | 5·31 |
| | | | 1912 | 3,648·26 | 19,915 | 65,63,45 | 9,57,39 | 4,67,37 | 4,90,02 | 48·82 | 7·47 |
| | | | 1st qr. of 1913 | 3,652·22 | 4,691 | 67,00,35 | 2,10,23 | 1,44,72 | 65,51 | 68·84 | 0·98 |
| | | | 1913-14 | 3,92?·40 | 19,201 | 72,17,91 | 9,21,59 | 4,97,22 | 4,24,37 | 53·95 | 5·88 |
| | | Military section | 1909 | 1,257·04 | 3,286 | 18,31,29 | 51,67 | 72,75 | —21,08 | 140·80 | ... |
| | | | 1910 | 1,257·04 | 3,097 | 18,36,16 | 53,52 | 65,57 | —12,05 | 122·51 | ... |
| | | | 1911 | 1,256·32 | 3,094 | 18,41,31 | 56,45 | 66,27 | —9,82 | 117·39 | ... |
| | | | 1912 | 1,255·33 | 2,?06 | 18,44,36 | 58,56 | 58,65 | —9 | 100·15 | ... |
| | | | 1st qr. of 1913 | 1,257·46 | 731 | 18,46,24 | 13,60 | 17,69 | —4,09 | 130·03 | ... |
| | | | 1913-14 | 1,257·46 | 2,885 | 18,47,72 | 64,02 | 63,57 | 45 | 99·30 | 0·02 |
| | | Total commercial and military sections. | 1909 | 4,534·69 | 20,640 | 76,31,46 | 7,42,39 | 4,98,00 | 2,44,39 | 67·08 | 3·20 |
| | | | 1910 | 4,766·60 | 20,484 | 78,71,95 | 8,23,88 | 5,32,13 | 2,91,75 | 64·58 | 3·71 |
| | | | 1911 | 4,880·24 | 21,845 | 81,85,06 | 8,89,41 | 5,30,77 | 3,58,64 | 59·67 | 4·38 |
| | | | 1912 | 4,903·59 | 22,821 | 84,07,81 | 10,15,95 | 5,26,02 | 4,89,93 | 51·77 | 5·77 |
| | | | 1st qr. of 1913 | 4,909·68 | 5,422 | 85,46,59 | 2,23,83 | 1,62,41 | 61,42 | 72·56 | 0·72 |
| | | | 1913-14 | 5,177·86 | 22,086 | 90,65,63 | 9,85,61 | 5,60,79 | 4,24,82 | 56·90 | 4·68 |
| 9 | (*a*) to (*d*) | Oudh and Rohilkhand. | 1909 | 1,342·56 | 4,970 | 17,92,61 | 1,65,56 | 1,17,77 | 47,79 | 71·14 | 2·67 |
| | | | 1910 | 1,438·79 | 5,198 | 18,63,31 | 1,87,08 | 96,26 | 90,82 | 51·45 | 4·87 |
| | | | 1911 | 1,545·81 | 5,725 | 18,92,02 | 2,08,20 | 1,01,16 | 1,07,04 | 48·59 | 5·66 |
| | | | 1912 | 1,636·18 | 6,925 | 20,48,09 | 2,49,60 | 1,07,63 | 1,41,97 | 43·12 | 7·89 |
| | | | 1st qr. of 1913 | 1,636·18 | 1,547 | 20,54,48 | 62,27 | 33,06 | 29,21 | 53·09 | 1·42 |
| | | | 1913-14 | 1,670·37 | 7,209 | 21,55,59 | 2,46,09 | 1,20,45 | 1,25,64 | 48·94 | 5·91 |
| 10 | (*a*) | South Indian ... | 1909 | 445·94 | 1,742 | 6,43,58 | 62,30 | 34,12 | 28,18 | *54·76 | 4·38 |
| | | | 1910 | 445·94 | 1,772 | 6,61,74 | 63,39 | 38,44 | 24,95 | *60·63 | 3·77 |
| | | | 1911 | 445·94 | 1,835 | 6,57,73 | 69,66 | 31,53 | 38,13 | *45·26 | 5·80 |
| | | | 1912 | 445·94 | 2,012 | 6,68,14 | 74,16 | 38,94 | 35,22 | *52·51 | 5·27 |
| | | | 1st qr. of 1913 | 445·94 | 520 | 6,72,89 | 18,85 | 13,52 | 5,33 | *71·75 | 0·79 |
| | | | 1913-14 | 445·94 | 2,139 | 7,01,74 | 79,55 | 49,63 | 29,92 | *62·39 | 4·26 |
| | | 3' 3½" GAUGE. | | | | | | | | | |
| 11 | (*a*) | Assam-Bengal ... | 1909 | 770·84 | 1,788 | 14,08,36 | 49,15 | 44,67 | 4,48 | *90·90 | 0·32 |
| | | | 1910 | 789·89 | 1,786 | 14,39,04 | 51,70 | 43,86 | 7,84 | *84·83 | 0·54 |
| | | | 1911 | 789·89 | 1,846 | 14,52,51 | 55,76 | 44,38 | 11,38 | *79·59 | 0·78 |
| | | | 1912 | 804·99 | 1,988 | 14,72,74 | 64,50 | 47,20 | 17,30 | *73·18 | 1·17 |
| | | | 1st qr. of 1913 | 804·99 | 482 | 14,79,41 | 18,08 | 12,12 | 5,96 | *66·99 | 0·40 |
| | | | 1913-14 | 811·73 | 1,968 | 15,00,12 | 70,43 | 47,72 | 22,71 | *67·75 | 1·51 |
| 12 | (*a*) & (*b*) | Bengal and North-Western. | 1909 | 1,866·25 | 5,622 | 15,31,67 | 1,56,20 | 72,50 | 83,70 | *46·42 | 5·46 |
| | | | 1910 | 1,893·27 | 5,801 | 15,40,71 | 1,67,72 | 70,84 | 96,88 | 42·25 | 6·29 |
| | | | 1911 | 1,944·88 | 5,986 | 15,89,03 | 1,88,45 | 78,17 | 1,10,28 | *41·47 | 7·03 |
| | | | 1912 | 1,968·78 | 6,396 | 17,18,93 | 2,10,80 | 72,00 | 1,38,80 | 34·16 | 8·07 |
| | | | 1st qr. of 1913 | 1,991·51 | 1,624 | 17,31,51 | 55,16 | 19,32 | 35,84 | 35·03 | 2·07 |
| | | | 1913-14 | 2,028·28 | 6,362 | 17,76,50 | 2,09,45 | 80,64 | 1,28,81 | 38·48 | 7·25 |

* See Appendix 1.

# APPENDIX 7—*contd.*

## *General results of working each railway system.*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Year. | Mileage open at close of the year. | Total train-mileage (in thousands of miles). | Total capital outlay, including ferries and suspense, on open line (in thousands of rupees). | Gross earnings (in thousands of rupees). | Working expenses (in thousands of rupees). | Net earnings (in thousands of rupees). | Percentage of working expenses to gross earnings. | Percentage of net earnings on total capital outlay given in column (7). |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | 3' 3½" GAUGE—*contd.* | | | | | | | | | |
| | | | 1909 | 152·96 | 214 | 1,19,76 | 10,55 | 3,86 | 6,69 | 36·59 | 5·59 |
| | | | 1910 | 152·96 | 223 | 1,21,81 | 11,45 | 4,26 | 7,19 | 37·20 | 5·90 |
| | | | 1911 | 152·96 | 242 | 1,24,61 | 12,02 | 4,55 | 7,47 | 37·88 | 5·99 |
| 13 | (*a*) & (*b*) | Bengal Dooars | 1912 | 152·96 | 289 | 1,26,15 | 14,34 | 5,17 | 9,17 | 36·05 | 7·27 |
| | | | 1st qr. of 1913 | 152·96 | 79 | 1,26,58 | 3,22 | 1,39 | 1,83 | 43·06 | 1·45 |
| | | | 1913-14 | 152·96 | 314 | 1,27,42 | 16,41 | 6,38 | 10,03 | 38·89 | 7·87 |
| | | | 1909 | 459·15 | 994 | 2,32,82 | 28,31 | 16,16 | 12,15 | 57·08 | 5·21 |
| ... | ... | Bhavnagar-Gondal-Junagad-Porbandar. | 1910 | 495·37 | 1,033 | 2,40,13 | 32,08 | 14,82 | 17,26 | 46·19 | 7·19 |
| | | | 1911 | 178·78 | 428 | 95,37 | 15,52 | 6,01 | 9,51 | 38·72 | 9·97 |
| | | | 1912 | 193·80 | 488 | 1,07,52 | 15,40 | 7,36 | 8,04 | 47·79 | 7·23 |
| 14 | (*a*) & (*b*) | Bhavnagar | 1st qr. of 1913 | 193·29 | 111 | 1,11,29 | 3,88 | 1,88 | 2,00 | 48·38 | 1·80 |
| | | | 1913-14 | 228·94 | 471 | 1,18,08 | 15,30 | 7,49 | 7,81 | 48·95 | 6·62 |
| | | | 1909 | 2,277·45 | 8,035 | 19,31,08 | 2,64,97 | 1,49,53 | 1,15,44 | 56·43 | 5·98 |
| | | | 1910 | 2,277·37 | 8,208 | 19,48,02 | 2,99,93 | 1,47,38 | 1,52,60 | 49·13 | 7·83 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 1911 | 2,309·46 | 8,871 | 19,70,81 | 3,24,15 | 1,65,11 | 1,59,04 | 50·94 | 8·07 |
| | | | 1912 | 2,212·11 | 9,621 | 18,04,45 | 3,32,40 | 1,62,73 | 1,69,67 | 48·96 | 9·41 |
| | | | 1st qr. of 1913 | 2,212·12 | 2,387 | 18,15,52 | 85,69 | 38,01 | 47,68 | 44·36 | 2·63 |
| | | | 1913-14 | 2,212·11 | 8,761 | 18,29,13 | 3,15,52 | 1,59,23 | 1,56,29 | 50·46 | 8·54 |
| | | | 1909 | 1,527·08 | 6,136 | 17,61,51 | 1,94,69 | 1,23,82 | 70,87 | 63·60 | 4·02 |
| | | | 1910 | 1,527·08 | 6,327 | 18,18,23 | 1,98,26 | 1,21,90 | 76,36 | 61·49 | 4·20 |
| | | | 1911 | 1,528·78 | 6,440 | 18,68,88 | 2,06,71 | 1,34,76 | 71,95 | 65·19 | 3·86 |
| 15 | (*a*) to (*c*) | Burma ... | 1912 | 1,544·83 | 6,064 | 19,32,20 | 2,19,05 | 1,30,26 | 88,79 | 59·47 | 4·62 |
| | | | 1st qr. of 1913 | 1,544·83 | 1,566 | 19,48,05 | 74,37 | 32,22 | 42,15 | 43·32 | 2·16 |
| | | | 1913-14 | 1,551·78 | 5,948 | 20,09,70 | 2,43,95 | 1,32,34 | 1,14,61 | 53·59 | 5·71 |
| | | | 1909 | 4·79 | 16 | 3,02 | 50 | 33 | 17 | 66·26 | 5·63 |
| ... | ... | Deoghur ... | 1910 | 4·79 | 15 | 2,97 | * | * | * | * | * |
| | | | 1911 | Amalgamated with the East Indian railway system. | | | | | | | |
| | | | 1909 | 83·00 | 270 | 1,09,12 | 11,90 | 6,71 | 5,19 | 56·39 | 4·76 |
| | | | 1910 | 91·52 | 295 | 1,10,13 | 12,00 | 7,22 | 4,78 | 60·17 | 4·34 |
| | | | 1911 | 91·52 | 318 | 1,20,00 | 12,72 | 8,11 | 4,61 | 63·75 | 3·84 |
| 16 | (*a*) & (*b*) | Dibru-Sadiya ... | 1912 | 91·52 | 334 | 1,23,24 | 14,04 | 8,01 | 6,03 | 57·05 | 4·89 |
| | | | 1st qr. of 1913 | 91·52 | 79 | 1,23,52 | 3,80 | 2,11 | 1,69 | 55·53 | 1·37 |
| | | | 1913-14 | 91·52 | 336 | 1,26,64 | 14,47 | 8,03 | 6,44 | 55·49 | 5·09 |
| | | | 1909 | 1,084·01 | 3,312 | 10,87,09 | 1,20,27 | 72,99 | 47,28 | 60·68 | 4·35 |
| | | | 1910 | 1,085·08 | 3,549 | 11,17,95 | 1,24,28 | 73,95 | 50,33 | 59·49 | 4·50 |
| | | | 1911 | 1,085·77 | 3,914 | 11,42,83 | 1,40,55 | 87,67 | 52,88 | 62·37 | 4·63 |
| 3 | (*b*) to (*d*) | Eastern Bengal | 1912 | 1,146·28 | 4,318 | 12,23,10 | 1,50,83 | 87,50 | 63,33 | 58·01 | 5·18 |
| | | | 1st qr. of 1913 | 1,148·13 | 1,212 | 12,17,15 | 41,52 | 28,12 | 12,60 | 69·64 | 1·04 |
| | | | 1913-14 | 1,162·54 | 5,049 | 12,57,61 | 1,76,33 | 95,02 | 81,31 | 54·11 | 6·47 |
| | | | 1911 | 194·22 | 465 | 83,00 | 12,06 | 5,92 | 6,14 | 49·08 | 7·40 |
| | | | 1912 | 194·22 | 434 | 84,17 | 12,45 | 6,17 | 6,28 | 49·54 | 7·47 |
| 17 | (*a*) to (*c*) | Gondal-Porbandar. | 1st qr of 1913 | 210·57 | 107 | 90,86 | 4,14 | 1,67 | 2,47 | 40·27 | 2·73 |
| | | | 1913-14 | 219·75 | 464 | 97,98 | 14,22 | 6,72 | 7,50 | 47·28 | 7·65 |

* Information not furnished.

# APPENDIX 7—*contd.*

## *General results of working each railway system.*

| Classification No. of railway (detailed in "Index" to Appendix I). | | Railway system. | Year. | Mileage open at close of the year. | Total train-mileage (in thousands of miles). | Total capital outlay (including ferries and suspense, on open line (in thousands of rupees). | Gross earnings (in thousands of rupees). | Working expenses (in thousands of rupees). | Net earnings (in thousands of rupees). | Percentage of working expenses to gross earnings. | Percentage of net earnings on total capital outlay given in column (7). |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | 3′ 3⅜″ GAUGE—*contd.* | | | | | | | | | |
| | | | 1909 | 391·13 | 1,081 | 2,74,24 | 32,55 | 18,53 | 14,02 | *56·93 | 5·11 |
| | | | 1910 | 391·13 | 1,249 | 2,77,74 | 36,56 | 18,50 | 18,06 | *50·62 | 6·50 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | 1911 | 391·13 | 1,228 | 2,91,88 | 34,97 | 21,85 | 13,12 | *62·48 | 4·50 |
| | | | 1912 | 441·44 | 1,436 | 3,26,31 | 44,26 | 23,73 | 20,53 | *53·63 | 6·29 |
| | | | 1st qr. of 1913 | 441·44 | 376 | 3,28,77 | 13,08 | 8,09 | 4,99 | *61·92 | 1·52 |
| | | | 1913-14 | 441·44 | 1,566 | 3,36,15 | 44,51 | 22,98 | 21,53 | *51·63 | 6·40 |
| | | | 1911 | 54·22 | 77 | 23,27 | 2,46 | 1,29 | 1,17 | *52·30 | 5·04 |
| | | | 1912 | 54·22 | 75 | 23,36 | 2,38 | 1,40 | 98 | *58·64 | 4·22 |
| 18 | (*a*) | Jamnagar ... | 1st qr. of 1913 | 54·22 | 19 | 23,54 | 79 | 38 | 41 | *47·70 | 1·75 |
| | | | 1913-14 | 54 22 | 77 | 23,54 | 2,92 | 1,36 | 1,56 | *46·62 | 6·62 |
| | | | 1909 | 950·76 | 1,530 | 2,48,84 | 37,55 | 21,23 | 16,32 | 56·54 | 6·56 |
| | | | 1910 | 1,005·45 | 1,713 | 2,62,38 | 47,51 | 21,54 | 25,97 | 45·34 | 9·90 |
| | | | 1911 | 1,084·81 | 2,000 | 2,83,96 | 62,15 | 26,05 | 36,10 | 41·91 | 12·71 |
| 19 | (*a*) to(*e*) | Jodhpur-Bikaner | 1912 | 1,219·28 | 2,282 | 3,18,81 | 70,42 | 32,61 | 37,81 | 46·31 | 11·86 |
| | | | 1st qr. of 1913 | 1,219·28 | 544 | 3,25,01 | 17,86 | 7,15 | 10,71 | 40·03 | 3·30 |
| | | | 1913-14 | 1,280·78 | 2,282 | 3,50,86 | 69,83 | 34,98 | 34,85 | 50·09 | 9·93 |
| | | | 1911 | 88·96 | 144 | 48,00 | 4,46 | 2,39 | 2,07 | *53·70 | 4·31 |
| | | | 1912 | 100·50 | 156 | 50,29 | 5,33 | 2,68 | 2,65 | *50·19 | 5·27 |
| 20 | (*a*) | Junagad ... | 1st qr. of 1913 | 113·42 | 39 | 57,13 | 1,63 | 78 | 85 | *48·02 | 1·69 |
| | | | 1913-14 | 113·42 | 159 | 60,37 | 6,19 | 3,21 | 2,98 | *51·93 | 4·92 |
| | | | 1909 | 2,084·37 | 5,744 | 17,72,66 | 1,61,97 | 97,80 | 64,17 | 60·38 | 3·62 |
| | | | 1910 | 2,091·16 | 5,865 | 17,94,78 | 1,70,86 | 1,00,88 | 69,98 | 59·04 | 3·90 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta. | 1911 | 2,091·16 | 6,267 | 18,11,20 | 1,79,93 | 1,06,61 | 73,32 | 59·25 | 4·05 |
| | | | 1912 | 2,091·16 | 6,359 | 18,24,63 | 1,87,94 | 1,07,70 | 80,24 | 57·30 | 4·40 |
| | | | 1st qr. of 1913 | 2,091·16 | 1,682 | 18,41,61 | 52,32 | 27,94 | 24,38 | 53·40 | 1·32 |
| | | | 1913-14 | 2,091·22 | 6,707 | 18,66,63 | 2,02,95 | 1,17,67 | 85,28 | 57·98 | 4·57 |
| | | | 1909 | 92·83 | 207 | 47,96 | 4,72 | 2,59 | 2,13 | *54·88 | 4·44 |
| | | | 1910 | 92·83 | 203 | 49,91 | 5,29 | 2,33 | 2,96 | *44·00 | 5·94 |
| | | | 1911 | 92·83 | 208 | 49,91 | 6,36 | 2,13 | 4,23 | *33·57 | 8·47 |
| 21 | (*a*) | Morvi ... | 1912 | 92·83 | 229 | 51,22 | 7,25 | 2,70 | 4,55 | *37·32 | 8·87 |
| | | | 1st qr. of 1913 | 92 83 | 53 | 51,14 | 1,91 | 51 | 1,40 | *23·57 | 2·74 |
| | | | 1913-14 | 92·83 | 219 | 52,11 | 7,77 | 2,74 | 5,03 | *35·25 | 9·65 |
| | | | 1909 | 28·96 | 103 | 70,32 | 4,09 | 3,55 | 54 | *86·87 | 0·77 |
| | | | 1910 | 28·96 | 104 | 75,94 | 4,57 | 3,85 | 72 | *84·15 | 0·95 |
| | | | 1911 | 28·96 | 97 | 77,29 | 4,95 | 3,70 | 1,25 | *74·81 | 1·62 |
| 10 | (*c*) | Nilgiri ... | 1912 | 28·96 | 97 | 78,32 | 5,22 | 4,05 | 1,17 | *77·63 | 1·49 |
| | | | 1st qr. of 1913 | 28·96 | 24 | 78,85 | 1,25 | 99 | 26 | *79·33 | 0·33 |
| | | | 1913-14 | Included with the South India n railway (3′ 3⅜″ gauge) | | | | | | | |
| | | | 1909 | 439·10 | 931 | 2,69,90 | 29,88 | 15,77 | 14,11 | 52·78 | 5·23 |
| | | | 1910 | 439·10 | 963 | 2,68,36 | 31,71 | 13,93 | 17,78 | 64·17 | 6·63 |
| | | | 1911 | 482·77 | 980 | 2,90,96 | 34,14 | 15,69 | 18,45 | 45·95 | 6·39 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon. | 1912 | 552·64 | 1,087 | 3,43,74 | 41,68 | 16,48 | 25,20 | 39·53 | 7·33 |
| | | | 1st qr. of 1913 | 552·64 | 286 | 3,47,93 | 11,55 | 4,49 | 7,06 | 38·92 | 2·03 |
| | | | 1913-14 | 554·34 | 1,185 | 3,56,26 | 41,35 | 18,31 | 23,04 | 44·28 | 6·52 |



* See Appendix 1.

# APPENDIX 7—*contd.*

## *General results of working each railway system.*

| Classification No. of Railway (detailed in "Index" to Appendix 1). | | Railway system. | Year. | Mileage open at close of the year. | Total train-mileage (in thousands of miles). | Total capital outlay, including ferries and suspense, on open line (in thousands of rupees). | Gross earnings (in thousands of rupees). | Working expenses (in thousands of rupees). | Net earnings (in thousands of rupees). | Percentage of working expenses to gross earnings. | Percentage of net earnings on total capital outlay given in column (7). |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | 3′ 3⅜″ GAUGE—*concld.* | | | | | | | | | |
| | | | 1909 | 64·75 | 207 | 69,86 | 5,16 | 2,55 | 2,61 | *49·46 | 3·74 |
| | | | 1910 | 64·75 | 206 | 69,49 | 5,63 | 3,06 | 2,57 | *54·32 | 3·70 |
| | | | 1911 | 64·75 | 235 | 69,57 | 6,01 | 3,11 | 2,90 | *51·75 | 4·17 |
| 10 | (*f*) | Shoranur-Cochin | 1912 | 64·75 | 233 | 69,65 | 6,30 | 3,30 | 3,00 | *52·41 | 4·31 |
| | | | 1st qr. of 1913 | 64·75 | 58 | 69,56 | 1,61 | 80 | 81 | *49·52 | 1·16 |
| | | | 1913-14 | Included | with the | South Indian railway. | | (3′ 3⅜″ gauge). | | | |
| | | | 1909 | 1,111·12 | 5,075 | 10,46,71 | 1,64,86 | 85,43 | 79,43 | 51·82 | 7·59 |
| | | | 1910 | 1,111·12 | 5,265 | 10,70,78 | 1,71,41 | 88,49 | 82,92 | 51·62 | 7·74 |
| | | | 1911 | 1,111·12 | 5,986 | 10,81,93 | 1,91,88 | 99,45 | 92,43 | 51·83 | 8·54 |
| 10 | (*b*) to (*j*) | South Indian... | 1912 | 1,111·12 | 6,114 | 11,19,52 | 2,09,64 | 1,06,00 | 1,03,64 | 50·56 | 9·26 |
| | | | 1st qr. of 1913 | 1,111·12 | 1,543 | 11,34,21 | 53,09 | 29,70 | 23,39 | 55·94 | 2·06 |
| | | | 1913-14 | 1,207·95 | 6,707 | 13,77,67 | 2,26,97 | 1,28,89 | 98,08 | 56·79 | 7·12 |
| | | | 1909 | 67·30 | 55 | 20,96 | 2,43 | 1,18 | 1,25 | *48·62 | 5·96 |
| | | | 1910 | 67·30 | 56 | 20,97 | 2,52 | 1,18 | 1,34 | *47·05 | 6·36 |
| | | | 1911 | 67·30 | 77 | 21,16 | 2,84 | 1,31 | 1,53 | *46·07 | 7·24 |
| 25 | (*a*) | Udaipur-Chitorgarh. | 1912 | 67·30 | 105 | 21,96 | 3,05 | 1,48 | 1,57 | *48·50 | 7·16 |
| | | | 1st qr. of 1913 | 67·30 | 26 | 22,06 | 92 | 37 | 55 | *40·48 | 2·43 |
| | | | 1913-14 | 67·30 | 104 | 22,34 | 3,19 | 1,54 | 1,65 | *48·18 | 7·40 |
| | | 2′ 6″ GAUGE. | | | | | | | | | |
| | | | 1911 | 60·50 | 73 | 20,76 | 1,33 | 89 | 44 | *66·79 | 2·13 |
| | | | 1912 | 60·50 | 88 | 21,98 | 1,72 | 1,13 | 59 | *65·54 | 2·71 |
| 27 | (*a*) | Arrah-Sasaram Light. | 1st qr. of 1913 | 60·50 | 33 | 22,06 | 45 | 29 | 16 | *63·34 | 0·75 |
| | | | 1913-14 | 60·50 | 113 | 22,19 | 1,94 | 1,23 | 71 | *63·37 | 3·19 |
| | | | 1909 | 34·50 | 70 | 14,21 | 1,74 | 1,05 | 69 | *60·45 | 4·86 |
| | | | 1910 | 51·12 | 122 | 21,81 | 2,36 | 1,62 | 74 | *68·89 | 3·36 |
| | | | 1911 | 51·12 | 124 | 22,13 | 2,78 | 1,66 | 1,12 | *59·67 | 5·07 |
| 29 | (*a*) | Baraset-Basirhat Light. | 1912 | 51·12 | 135 | 22,43 | 3,38 | 1,76 | 1,62 | *51·99 | 7·24 |
| | | | 1st qr. of 1913 | 51·12 | 32 | 22,46 | 91 | 53 | 38 | *58·18 | 1·69 |
| | | | 1913-14 | 51·12 | 130 | 23,08 | 3,28 | 1,92 | 1,36 | *58·42 | 5·91 |
| | | | 1909 | 78·50 | 133 | 49,56 | 6,45 | 2,55 | 3,90 | *39·53 | 7·87 |
| | | | 1910 | 78·50 | 145 | 50,34 | 6,98 | 3,08 | 3,90 | *44·18 | 7·75 |
| | | | 1911 | 115·84 | 149 | 49,00 | 7,45 | 3,46 | 3,99 | *46·44 | 6·84 |
| 30 | (*a*) | Barsi Light ... | 1912 | 115·84 | 194 | 70,14 | 10,31 | 4,65 | 5,66 | *45·05 | 8·08 |
| | | | 1st qr. of 1913 | 115·84 | 53 | 70,09 | 3,10 | 1,23 | 1,87 | *39·60 | 2·67 |
| | | | 1913-14 | 115·84 | 230 | 70,98 | 13,18 | 4,71 | 8,47 | *35·78 | 11·94 |
| 31 | (*a*) | Bowringpet-Kolar | 1913-14 | 10·92 | 5 | 2,96 | 8 | 8 | ... | *103·33 | ... |
| | | | 1909 | 28·00 | 45 | 11,97 | 1,52 | 94 | 58 | *61·70 | 4·85 |
| | | | 1910 | 28·00 | 42 | 12,01 | 1,24 | 69 | 55 | *55·99 | 4·54 |
| | | | 1911 | 33·00 | 44 | 12,38 | 1,34 | 72 | 62 | *53·38 | 5·04 |
| 32 | (*a*) | Bukhtiarpore-Bihar Light. | 1912 | 33·00 | 78 | 12,63 | 2,50 | 1,08 | 1,42 | *43·10 | 11·26 |
| | | | 1st qr. of 1913 | 33·00 | 13 | 12,73 | 36 | 29 | 7 | *80·48 | 0·55 |
| | | | 1913-14 | 33·00 | 46 | 13,11 | 1,58 | 1,12 | 46 | *70·65 | 3·54 |
| | | | 1911 | 20·24 | 27 | 9,03 | 64 | 49 | 15 | *75·74 | 1·72 |
| | | | 1912 | 20·24 | 34 | 9,26 | 88 | 56 | 32 | *63·86 | 3·42 |
| 35 | (*a*) | Champaner-Shivrajpur Light. | 1st qr. of 1913 | 20·24 | 8 | 9,28 | 33 | 15 | 18 | *44·59 | 1·94 |
| | | | 1913-14 | 20·24 | 28 | 9,39 | 87 | 62 | 25 | *70·93 | 2·68 |

*See Appendix 1.

# APPENDIX 7—*contd.*

## *General results of working each railway system.*

| Classification No. of Railway (detailed in "Index" to Appendix 1). | | Railway system. | Year. | Mileage open at close of the year. | Total train-mileage (in thousands of miles). | Total capital outlay, including ferries and suspense, on open line (in thousands of rupees). | Gross earnings (in thousands of rupees). | Working expenses (in thousands of rupees). | Net earnings (in thousands of rupees). | Percentage of working expenses to gross earnings. | Percentage of net earnings on total capital outlay given in column (7). |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | | | | | | | | |
| 1 | 2. | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | 2' 6" GAUGE—*contd.* | 1909 | 36·78 | 27 | 9,43 | 85 | 37 | 48 | *43·61 | 5·09 |
| | | | 1910 | 36·78 | 29 | 9,43 | 94 | 37 | 57 | *40·24 | 6·04 |
| | | | 1911 | 36·78 | 32 | 9,49 | 1,01 | 42 | 59 | *42·05 | 6·17 |
| 36 | (a) | Cutch- ... | 1912 | 36·78 | 33 | 9,89 | 1,02 | 45 | 57 | *44·67 | 5·69 |
| | | | 1st qr. of 1913 | 36·78 | 7 | 10,51 | 23 | 10 | 13 | *45·07 | 1·24 |
| | | | 1913-14 | 36·78 | 28 | 10,52 | 97 | 64 | 33 | *65·78 | 3·17 |
| | | | 1911 | 23·83 | 20 | 5,33 | 24 | 36 | —12 | *151·07 | ... |
| | | | 1912 | 23·83 | 17 | 5,51 | 79 | 45 | 34 | *56·17 | 6 31 |
| 37 | (a) | Dehri-Rohtas Light. | 1st qr. of 1913 | 23·83 | 13 | 5,79 | 31 | 13 | 18 | *43·20 | 3·11 |
| | | | 1913-14 | 23·83 | 36 | 6,15 | 1,50 | 56 | 94 | *37 33 | 15·25 |
| | | | 1909 | 19·62 | 19 | 6,92 | 36 | 30 | 6 | *84·06 | 0·87 |
| 38 | (a) | Dholpur-Bari | 1910 | 19·62 | 20 | 6,97 | 48 | 28 | 20 | *58·99 | 2·85 |
| | | | 1911 | 19·62 | 19 | 7,41 | 41 | 27 | 14 | *65·50 | 1·93 |
| | | | 1912 | 19·62 | 16 | 7,48 | 40 | 32 | 8 | *80·27 | 0·96 |
| | | | 1st qr. of 1913 | 19·62 | 4 | 7,77 | 14 | 8 | 6 | *60·04 | 0·77 |
| | | | 1913-14 | 28·43 | 20 | 7,59 | 54 | 32 | 22 | *60·04 | 2 86 |
| 40 | (a) | Godhra-Lunavada | 1913-14 | 24·00 | 6 | 11,40 | 13 | 11 | 2 | *86·00 | 0·16 |
| 41 | (a) | Jessore-Jhenidah | 1913-14 | 36·80 | 29 | 12,34 | 50 | 38 | 12 | *75·55 | 5·68 |
| | | | 1912 | 8·30 | | | | | | | |
| 42 | (a) | Madaya Light... | 1st qr. of 1913 | 8·30 | Information not furnished. | | | | | | |
| | | | 1913-14 | 8·30 | | | | | | | |
| | | | 1909 | 43·91 | 83 | 19,24 | 85 | 91 | —6 | 107·06 | ... |
| 10 | (f) & (k) | Morappur-Dharmapuri and Tirupattur-Krishnagiri. | 1910 | 43·91 | 84 | 19,58 | 1,03 | 83 | 20 | 80·58 | 1·02 |
| | | | 1911 | 43·91 | 80 | 19,44 | 1,06 | 88 | 18 | 83·02 | 0·93 |
| | | | 1912 | 43·91 | 83 | 19,42 | 1,13 | 90 | 23 | 79·64 | 1·13 |
| | | | 1st qr. of 1913 | 43·91 | 19 | 19,42 | 24 | 28 | —4 | 116·67 | ... |
| | | | 1913-14 | 98·78 | 129 | 41,45 | 1,81 | 1,84 | —3 | 101.65 | ... |
| | | | 1909 | 32·41 | 25 | 7,20 | 55 | 31 | 24 | *56·26 | 3·33 |
| | | | 1910 | 32·41 | 26 | 7,20 | 58 | 33 | 25 | *56·70 | 3·47 |
| | | | 1911 | 32·41 | 26 | 7,20 | 62 | 29 | 33 | *46·13 | 4·58 |
| 1 | (d) | Mourbhanj ... | 1912 | 32·41 | 25 | 7,20 | 51 | 28 | 23 | *55·43 | 3·19 |
| | | | 1st qr. of 1913 | 32·41 | 6 | 7,20 | 18 | 7 | 11 | *43·16 | 1·53 |
| | | | 1913-14 | 32·41 | 25 | 7,23 | 67 | 30 | 37 | *44·32 | 5·15 |
| 43 | (a) | Nadiad-Kapadvanj. | 1st qr. of 1913. | 27·86 | 3 | 9,25 | 6 | 5 | 1 | *72·45 | 0·20 |
| | | | 1913-14 | 27·86 | 44 | 12,50 | 1,03 | 62 | 41 | *59·88 | 3·30 |
| | | | 1909 | 24·62 | 19 | 7,17 | 26 | 19 | 7 | *73·05 | 0·98 |
| | | | 1910 | 24·62 | 18 | 7,29 | 27 | 19 | 8 | *69·50 | 1·10 |
| | | | 1911 | 24·62 | 19 | 7,36 | 33 | 23 | 10 | *68·74 | 1·36 |
| 1 | (f) | Parlakimedi Light. | 1912 | 24·62 | 19 | 7,44 | 40 | 28 | 12 | *70·50 | 1·61 |
| | | | 1st qr. of 1913 | 24·62 | 5 | 7,54 | 15 | 6 | 9 | *41·39 | 1·19 |
| | | | 1913-14 | 24 62 | 19 | 7,55 | 51 | 33 | 18 | *63·91 | 2·42 |
| | | | 1909 | 39·50 | 61 | 8,95 | 92 | 55 | 37 | *60·35 | 4·13 |
| | | | 1910 | 39·50 | 59 | 8,95 | 95 | 57 | 38 | *60·31 | 4·22 |
| | | | 1911 | 39·50 | 59 | 8,95 | 1,03 | 62 | 41 | *60·33 | 4·59 |
| 24 | (c) | Powayan Light | 1912 | 39·50 | 59 | 8,95 | 1,01 | 61 | 40 | *60·26 | 4·47 |
| | | | 1st qr. of 1913 | 39·50 | 14 | 8,95 | 20 | 12 | 8 | *60·27 | 0·89 |
| | | | 1913-14 | 39·50 | 59 | 8,95 | 97 | 59 | 38 | 60 32 | 4·34 |
| | | | 1909 | 92·63 | 135 | 41,56 | 4,06 | 2,10 | 1,96 | *51·70 | 4·72 |
| | | | 1910 | 92·50 | 136 | 41,67 | 5,03 | 2,25 | 2,79 | 44·80 | 6·69 |
| 44 | (a) | Shahdara (Delhi)-Saharanpur Light. | 1911 | 92·50 | 137 | 42,17 | 5,32 | 2,22 | 3,10 | *41·61 | 7·37 |
| | | | 1912 | 92·50 | 140 | 42,51 | 6,10 | 2,56 | 3,54 | *41·87 | 8·34 |
| | | | 1st qr. of 1913 | 92·50 | 36 | 42,69 | 1,92 | 66 | 1,26 | *34·28 | 2·95 |
| | | | 1913-14 | 92 50 | 138 | 43,43 | 6,17 | 2,69 | 3,48 | *43·53 | 8·02 |

* See Appendix 1.

# APPENDIX 7—*concld.*

## *General results of working each railway system.*

| [Classification No. of Railway (detailed in "Index" to Appendix 1). Main head. | Sub-head. | Railway system. | Year. | Mileage open at close of the year. | Total train-mileage (in thousands of miles). | Total capital outlay, including ferries and suspense, on open line (in thousands of rupees). | Gross earnings (in thousands of rupees). | Working expenses (in thousands of rupees). | Net earnings (in thousands of rupees). | Percentage of working expenses to gross earnings. | Percentage of net earnings on total capital outlay given in column (7). |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | 2' 6" GAUGE—*concld.* | 1909 | 33·27 | 108 | 11,06 | 1,24 | 86 | 38 | *69·46 | 3·44 |
| | | | 1910 | 33·27 | 104 | 11,32 | 1,24 | 81 | 43 | *65·36 | 3·80 |
| 45 | (a) | Tarkessur-Magra Light. | 1911 | 33·27 | 121 | 11,32 | 1,26 | 84 | 42 | *66·05 | 3·79 |
| | | | 1912 | 33·27 | 124 | 11,46 | 1,31 | 82 | 49 | *62·69 | 4·25 |
| | | | 1st qr. of 1913 | 33·27 | 33 | 11,53 | 34 | 22 | 12 | *66·10 | 1·04 |
| | | | 1913-14 | 33·27 | 120 | 11,56 | 1,34 | 87 | 47 | *65·15 | 4·05 |
| | | | 1909 | 20·10 | 32 | 4,87 | 86 | 62 | 24 | *72·52 | 4·93 |
| | | | 1910 | 20·10 | 31 | 4,87 | 94 | 68 | 26 | *72·40 | 5·32 |
| 46 | (a) | Tezpore-Balipara Light. | 1911 | 20·10 | 31 | 4,87 | 1,15 | 83 | 32 | *72·23 | 6·54 |
| | | | 1912 | 20·10 | 33 | 4,87 | 1,21 | 86 | 35 | *71·23 | 7·12 |
| | | | 1st qr. of 1913 | 20·10 | 8 | 4,87 | 27 | 23 | 4 | *85·26 | 0·83 |
| | | | 1913-14 | 20·10 | 34 | 4,87 | 1,35 | 94 | 41 | *69·93 | 8·31 |
| | | 2' 0" GAUGE— | | | | | | | | | |
| | | " | 1909 | 51·00 | 246 | 37,73 | 9,89 | 5,49 | 4,40 | *55·52 | 11·66 |
| | | | 1910 | 51·00 | 257 | 37,94 | 10,03 | 5,62 | 4,41 | *55·96 | 11·65 |
| 47 | (a) | Darjeeling-Himalayan. | 1911 | 51·00 | 268 | 38,52 | 10,30 | 5,85 | 4,45 | *56·86 | 11·55 |
| | | | 1912 | 51·00 | 281 | 39,25 | 11,39 | 6,28 | 5,11 | *55·11 | 13·02 |
| | | | 1st qr. of 1913 | 51·00 | 70 | 39,56 | 2,43 | 1,56 | 87 | *64·15 | 2·20 |
| | | | 1913-14 | 51·00 | 299 | 44,72 | 11,99 | 6,98 | 5,01 | *58·18 | 12·30 |
| 48 | (a) | Gwalior Light ... | 1913-14 | 249·96 | 275 | 69,11 | 5,14 | 3,04 | 2,10 | *59·14 | 3·04 |
| | | | 1909 | 43·87 | 156 | 21,81 | 4,37 | 2,26 | 2,11 | *51·79 | 9·67 |
| | | | 1910 | 43·87 | 168 | 22,24 | 4,84 | 2,68 | 2,16 | *55·48 | 9·67 |
| 49 | (a) | Howrah-Amta Light. | 1911 | 43·87 | 174 | 23,04 | 4,99 | 2,46 | 2,53 | *49·36 | 10·97 |
| | | | 1912 | 43·87 | 194 | 22,95 | 5,59 | 2,53 | 3,06 | *45·32 | 13·33 |
| | | | 1st qr. of 1913 | 43·87 | 52 | 23,23 | 1,53 | 76 | 77 | *49·89 | 3·31 |
| | | | 1913-14 | 43·87 | 214 | 25,61 | 5,94 | 3,25 | 2,69 | *54·75 | 10·50 |
| | | | 1909 | 19·75 | 51 | 6,51 | 1,07 | 69 | 38 | *64·16 | 5·84 |
| | | | 1910 | 19·75 | 51 | 6,56 | 1,20 | 56 | 64 | *47·11 | 9·65 |
| 50 | (a) | Howrah-Sheakhala Light. | 1911 | 19·75 | 59 | 6,56 | 1,26 | 64 | 62 | *50·68 | 9·48 |
| | | | 1912 | 19·75 | 72 | 6,62 | 1,41 | 66 | 75 | *46·98 | 11·31 |
| | | | 1st qr. of 1913 | 19·75 | 20 | 6,69 | 38 | 16 | 22 | *42·62 | 3·29 |
| | | | 1913-14 | 19·75 | 86 | 7,18 | 1,58 | 88 | 70 | *55·87 | 9·69 |
| | | | 1911 | 3·31 | 6 | 1,06 | 8 | 7 | 1 | *93·64 | 0·96 |
| | | | 1912 | 3·31 | 16 | 1,11 | 25 | 23 | 2 | *93·13 | 1·54 |
| 51 | (a) | Jagadhri Light | 1st qr. of 1913 | 3·31 | 3 | 1,11 | 7 | 5 | 2 | *78·48 | 1·80 |
| | | | 1913-14 | 3·31 | 13 | 1,14 | 25 | 22 | 3 | *86·43 | 2·99 |
| | | | 1909 | 31·65 | 51 | 9,53 | 99 | 88 | 11 | *88·66 | 1·15 |
| | | | 1910 | 30·00 | 51 | 9,68 | 96 | 88 | 8 | *92·16 | 0·83 |
| 52 | (a) | Jorhat (Provincial). | 1911 | 32·00 | 52 | 9,72 | 1,09 | 78 | 31 | *71·35 | 3·19 |
| | | | 1912 | 32·50 | 53 | 9,84 | 1,22 | 89 | 33 | *72·98 | 3·35 |
| | | | 1st qr. of 1913 | 32·50 | 14 | 10,44 | 31 | 21 | 10 | *69·46 | 0·96 |
| | | | 1913-14 | 32·50 | 53 | 10,65 | 1,30 | 90 | 40 | *69·36 | 3·75 |
| | | | 1910 | 19·00 | 1 | 1,96 | 2 | 1 | 1 | *63·51 | 0·32 |
| | | | 1911 | 19·00 | 15 | 1,97 | 16 | 11 | 5 | *67·20 | 2·66 |
| 19 | (f) | Pipar Road-Bhavi Light. | 1912 | 25·00 | 22 | 2,75 | 23 | 17 | 6 | *76·08 | 2·00 |
| | | | 1st qr. of 1913 | 25·00 | 4 | 2,75 | 6 | 4 | 2 | *58·18 | 0·73 |
| | | | 1913-14 | 25·25 | 19 | 2,77 | 26 | 25 | 1 | *94·94 | 0·36 |
| | | | 1909 | 31,490 | 128,260 | 4,29,83,20 | 47,06,38 | 26,38,48 | 20,67,90 | 56·06 | 4·81 |
| | | | 1910 | 32,093 | 132,823 | 4,39,04,73 | 51,14,22 | 27,15,72 | 23,98,50 | 53·10 | 5·46 |
| | | Total of all railways. | 1911 | 32,339 | 142,944 | 4,50,06,80 | 55,27,78 | 28,83,92 | 26,44,00 | 52·17 | 5·87 |
| | | | 1912 | 33,484 | 152,761 | 4,65,15,00 | 61,65,07 | 30,15,92 | 31,49,15 | 48·92 | 6·77 |
| | | | 1st qr. of 1913 | 33,599 | 38,583 | 4,70,90,93 | 16,23,62 | 8,48,84 | 7,74,78 | 52·28 | 1·67 |
| | | | 1913-14 | 34,656 | 156,276 | 4,95,08,64 | 63,58,56 | 32,93,04 | 30,65,52 | 51·78 | 6·19 |

* See Appendix 1.

# APPENDIX 8.

*Statistical results of working the various classes of railways during the financial year 1913-14.*

| Class. | Length of line open on the 31st March 1914. | Total capital outlay on open lines to the 31st March 1914, including steam-boat and suspense. | Total number of passengers carried. | Total weight of goods carried. | Gross earnings, including steam-boat service. | Working expenses, including steam-boat service. | Net earnings, including steam-boat service. | Percentage of net earnings on capital outlay on open lines. |
|---|---|---|---|---|---|---|---|---|
| *5' 6" gauge.* | Miles. | Rs. | No. | Tons. | Rs. | Rs. | Rs. | |
| State lines worked by the State | 5,824·54 | 1,18,91,13,000 | 88,029,700 | 16,249,000 | 12,96,03,000 | 7,21,63,000 | 5,74,40,000 | |
| State lines worked by companies | 9,536·66 | 2,11,36,61,000 | 149,841,700 | 39,669,000 | 29,86,99,000 | 14,87,19,000 | 14,99,80,000 | |
| Branch line companies' railways assisted under "Rebate" terms. | 1,097·00 | 7,45,26,000 | 12,383,600 | 1,728,000 | 1,04,17,000 | 52,38,000 | 51,79,000 | |
| Branch line companies' railways assisted under "Guarantee" terms. | 32·04 | 20,22,000 | 466,300 | 114,000 | 4,85,000 | 2,43,000 | 2,42,000 | |
| Companies' lines guaranteed by Native States. | 330·18 | 5,09,59,000 | 1,789,500 | 812,000 | 66,79,000 | 33,75,000 | 33,04,000 | |
| Assisted companies' lines subsidized by the Government of India. | 192·12 | 1,80,01,000 | 2,397,100 | 675,000 | 31,67,000 | 15,20,000 | 16,47,000 | |
| Assisted companies' lines receiving land only from Government. | 22·21 | 18,06,000 | 1,588,800 | 38,000 | 3,56,000 | 1,58,000 | 1,98,000 | |
| Native State lines worked by companies. | 381·37 | 2,83,93,000 | 1,450,200 | 169,000 | 25,23,000 | 13,27,000 | 11,95,000 | |
| Native State lines worked by State railway agency. | 224·72 | 1,33,04,000 | 4,971,400 | 919,000 | 30,24,000 | 15,69,000 | 14,55,000 | |
| TOTAL FOR 1913-14 ... | 17,640·79 | 3,48,42,85,000 | 262,867,300 | 60,373,000 | 45,49,52,000 | 23,43,12,000 | 22,06,40,000 | 6·33 |
| TOTAL FOR 1912-13 ... | 17,222·25 | 3,30,30,60,000 | 256,781,600 | 63,983,000 | 44,31,19,000 | 22,08,09,000 | 22,23,10,000 | 6·73 |
| *3' 3½" gauge.* | | | | | | | | |
| State lines worked by the State ... | 1,156·01 | 12,10,99,000 | 13,019,300 | 2,014,000 | 1,68,21,000 | 91,11,000 | 77,10,000 | |
| State lines worked by companies* | 8,878·08 | 90,88,69,000 | 109,578,200 | 10,951,000 | 11,46,86,000 | 6,10,94,000 | 5,35,92,000 | |
| District Boards' lines ... | 155·16 | 71,27,000 | 4,088,100 | 303,000 | 13,33,000 | 7,90,000 | 5,43,000 | |
| Branch line companies' railways assisted under "Rebate" terms. | 177·46 | 74,65,000 | 2,285,000 | 242,000 | 10,39,000 | 4,86,000 | 5,53,000 | |
| Companies' lines guaranteed by Native States. | 391·13 | 3,04,92,000 | 2,659,700 | 422,000 | 43,09,000 | 23,20,000 | 20,89,000 | |
| Assisted companies' lines subsidized by the Government of India. | 256·32 | 1,67,74,000 | 5,272,300 | 689,000 | 18,35,000 | 8,27,000 | 10,58,000 | |
| Assisted companies' lines subsidized by Local Governments. | 86·02 | 1,09,70,000 | 646,700 | 421,000 | 13,55,000 | 7,52,000 | 6,03,000 | |
| Assisted companies' lines receiving land only from the Government. | 1,493·01 | 11,31,37,000 | 27,535,700 | 2,659,000 | 1,25,44,000 | 50,03,000 | 75,41,000 | |
| Unassisted Companies' lines ... | 5·50 | 16,94,000 | 92,900 | 289,000 | 92,000 | 51,000 | 41,000 | |
| Native State lines worked by Native States. | 1,831·23 | 6,66,10,000 | 8,755,300 | 1,607,000 | 1,04,16,000 | 50,43,000 | 53,73,000 | |
| Native State lines worked by companies. | 406·18 | 2,25,96,000 | 4,264,400 | 377,000 | 22,99,000 | 12,22,000 | 10,77,000 | |
| Native State lines worked by State railway agency. | 33·09 | 20,23,000 | 314,200 | 93,000 | 3,00,000 | 1,37,000 | 1,63,000 | |
| Lines in Foreign territory ... | 73·60 | 2,00,55,000 | 1,539,500 | 488,000 | 13,97,000 | 7,89,000 | 6,08,000 | |
| TOTAL FOR 1913-14 ... | 14,442·89 | 1,32,89,11,004 | 180,051,300 | 20,555,000 | 16,84,76,000 | 8,75,25,000 | 8,09,51,000 | 6·09 |
| TOTAL FOR 1912-13 ... | 14,254·05 | 1,29,12,02,000 | 168,707,700 | 21,968,000 | 16,29,36,000 | 8,44,83,000 | 7,84,53,000 | 6·08 |
| *Special (2' 6" and 2' 0") gauges.* | | | | | | | | |
| State lines worked by the State ... | 288·33 | 3,37,42,000 | 221,800 | 25,000 | 20,85,000 | 14,81,000 | 6,04,000 | |
| State lines worked by companies | 895·64 | 4,96,43,000 | 3,124,500 | 742,000 | 32,05,000 | 21,99,000 | 10,06,000 | |
| District Board's line guaranteed by Native State | 10·92 | 2,96,000 | 31,300 | 3,000 | 8,000 | 8,000 | ... | |
| Branch line companies' railways assisted under "Rebate" terms. | 113·79 | 52,22,000 | 309,500 | 25,000 | 1,81,000 | 1,02,000 | 79,000 | |
| Assisted companies' lines subsidized by Local Governments. | 51·00 | 40,76,000 | 232,600 | 57,000 | 11,99,000 | 6,98,000 | 5,01,000 | |
| Assisted companies' lines subsidized by District Boards. | 265·14 | 1,08,32,000 | 4,516,500 | 148,000 | 16,17,000 | 9,72,000 | 6,45,000 | |
| Assisted companies' lines receiving land only from Government. | 280·69 | 1,44,14,000 | 2,783,600 | 343,000 | 21,93,000 | 9,02,000 | 12,91,000 | |
| Unassisted companies' lines ... | 68·71 | 18,85,000 | 790,400 | 137,000 | 3,09,000 | 1,65,000 | 1,44,000 | |
| Native State lines worked by Native States. | 340·42 | 89,99,000 | 655,600 | 122,000 | 6,91,000 | 4,25,000 | 2,66,000 | |
| Native State lines worked by companies. | 262·50 | 85,54,000 | 2,103,500 | 33,000 | 9,40,000 | 5,15,000 | 4,25,000 | |
| TOTAL FOR 1913-14 ... | 2,578·14 | 13,76,63,000 | 14,799,300 | 1,695,000 | 1,24,28,000 | 74,67,000 | 49,61,000 | 3·60 |
| TOTAL FOR 1912-13 ... | 2,122·25 | 11,48,38,000 | 11,208,200 | 1,026,000 | 1,10,32,000 | 65,32,000 | 45,00,000 | 3·92 |
| TOTAL OF ALL RAILWAYS FOR 1913-14. | 34,655·82 | 4,95,08,64,000 | 457,717,900 | 82,613,000 | 63,58,56,000 | 32,93,04,000 | 30,65,52,000 | 6·19 |
| TOTAL OF ALL RAILWAYS FOR 1912-13. | 33,598·55 | 4,70,90,95,000 | 436,697,500 | 86,977,000 | 61,70,87,000 | 31,18,24,000 | 30,52,63,000 | 6·48 |

* The Birur-Shimoga, Hindupur and Mysore-Nanjangud railways are included with the Mysore State railway under this classification as separate figures for these lines are not available.

# APPENDIX 9.

*Main results of working of all Indian railways treated as one system.*

| Serial number. | Particulars. | 1909. | 1910. | 1911. | 1912. | 1st quarter of 1913. | 1913-14. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 1 | Mileage open at close of the year Miles | 31,490 | 32,099 | 32,839 | 33,484 | 33,599 | 34,662 |
| 2 | Total Capital outlay, including ferries and suspense, on open lines (in thousands of rupees) . . . . Rs. | 4,29,83,20 | 4,39,04,73 | 4,50,06,80 | 4,65,15,00 | 4,70,90,65 | 495,08,64 |
| 3 | Gross earnings (in thousands of rupees) . . . . . „ | 47,06,28 | 51,14,22 | 55,27,78 | 61,65,07 | 16,23,62 | 63,58,56 |
| 4 | Gross earnings per mile open . . „ | 14,948 | 15,936 | 16,833 | 18,412 | 4,832 | 18,350 |
| 5 | Gross earnings per mile open per week „ | 287 | 306 | 324 | 354 | 93 | 353 |
| 6 | Gross earnings per train mile . . „ | 3·67 | 3·85 | 3·87 | 4·04 | 4·21 | 4·07 |
| 7 | Total working expenses (in thousands of rupees) . . . . . „ | 26,38,48 | 27,15,72 | 28,83,92 | 30,15,92 | 8,48,84 | 32,93,04 |
| 8 | Working expenses per mile open . . „ | 8,380 | 8,462 | 8,782 | 9,007 | 2,526 | 9,504 |
| 9 | Working expenses per train-mile . „ | 2·06 | 2·04 | 2·02 | 1·98 | 2·20 | 2·11 |
| 10 | Percentage of working expenses to gross earnings . . . . Per cent | 56·06 | 53·10 | 52·17 | 48·92 | 52·28 | 51·79 |
| 11 | Net earnings (in thousands of rupees). Rs. | 20,67,90 | 23,98,50 | 26,44,00 | 31,49,15 | 7,74,78 | 30,65,52 |
| 12 | Net earnings per mile open . . „ | 6,568 | 7,474 | 8,051 | 9,405 | 2,306 | 8,846 |
| 13 | Net earnings per train-mile . . „ | 1·61 | 1·81 | 1·85 | 2·06 | 2·01 | 1·96 |
| 14 | Percentage of net earnings on total capital outlay (item 2) . . Per cent | 4·81 | 5·46 | 5·87 | 6·77 | 1·67 | 6·19 |
| 15 | Coaching train-miles (in thousands) Train-miles | 48,191 | 48,598 | 50,833 | 52,093 | 13,483 | 55,972 |
| 16 | Goods train-miles (in thousands) . „ | 44,065 | 47,690 | 53,219 | 59,992 | 15,322 | 57,933 |
| 17 | Mixed train-miles (in thousands). . „ | 30,859 | 31,986 | 33,746 | 34,940 | 8,781 | 34,581 |
| 18 | Total, including miscellaneous, train-miles (in thousands) . . . „ | 123,260 | 132,823 | 142,944 | 152,761 | 38,583 | 156,276 |
| 19 | Unit-mileage of passengers (in thousands) . . . . . Unit-miles | 12,364,579 | 13,432,477 | 14,372,943 | 15,318,872 | 4,038,522 | 16,614,068 |
| 20 | Freight ton-mileage of goods (in thousands) . . . . . Ton-miles | 9,340,441 | 12,002,916 | 13,358,364 | 15,623,595 | 4,010,617 | 15,623,235 |
| 21 | Average miles a ton of goods was carried . . . . . Miles | 153·37 | 184·33 | 157·44 | 199·15 | 188·26 | 189·11 |
| 22 | Average rate charged for carrying a ton of goods one mile . . . Pies | 5·73 | 4·83 | 4·73 | 4·66 | 4·73 | 4·64 |
| | *Average miles a passenger was carried.* | | | | | | |
| 23 | 1st class . . . . . Miles | 103·35 | 99·72 | 111·60 | 106·54 | 114·26 | 112·45 |
| 24 | 2nd class . . . . . „ | 69·24 | 75·07 | 76·33 | 74·77 | 72·26 | 74·58 |
| 25 | Intermediate class . . . . . „ | 54·89 | 52·41 | 57·27 | 51·90 | 51·25 | 51·13 |
| 26 | 3rd class . . . . . „ | 38·74 | 37·12 | 37·72 | 37·81 | 38·09 | 37·40 |
| 27 | Season and Vendors' tickets . . „ | 8·89 | 8·79 | 8·78 | 8·64 | 8·42 | 8·71 |
| 28 | Total . . . . . „ | 37·54 | 36·15 | 36·87 | 36·72 | 36·84 | 36·30 |
| | *Average rate charged per passenger per mile.* | | | | | | |
| 29 | 1st class . . . . . Pies | 12·89 | 14·55 | 14·29 | 14·25 | 14·59 | 14·48 |
| 30 | 2nd class . . . . . „ | 5·94 | 6·67 | 6·73 | 6·64 | 6·73 | 6·60 |
| 31 | Intermediate class . . . . . „ | 3·06 | 3·15 | 3·10 | 3·12 | 3·15 | 3·14 |
| 32 | 3rd class . . . . . „ | 2·28 | 2·28 | 2·30 | 2·30 | 2·32 | 2·29 |
| 33 | Season and Vendors' tickets . . „ | 1·42 | 1·42 | 1·43 | 1·45 | 1·47 | 1·42 |
| 34 | Total . . . . . „ | 2·43 | 2·45 | 2·47 | 2·45 | 2·49 | 2·45 |

# APPENDIX 10.

## *Railways and tramways projected up to the 31st March 1914.*

| Name of project. Projects are arranged under provinces in which situated. | Connected existing railway system. (For abbreviations used see "Index" to appendix 1.) | Initial and terminal points. | Surveyed or not. | Gauge. | Length. | Estimated cost. | Remarks. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | | | | | Miles. | Lakhs of rupees. | |
| **ASSAM.** | | | | | | | |
| Assam-Burma connection railway. | ... | (See under Burma) ... | ... | ... | ... | ... | |
| Cachar District tramways ... | A. B. ... | Katakhal to Lala Bazar*... | Surveyed in 1912. | 2' 0" / 3' 3¾" | 23 | 7·41† / 8·60† | |
| | | Silchar to Dusrbund ... | Reconnoitred in 1897. | 2' 6" | 22 | 14·75 | |
| | | Silchar to Tikalpur ... | | | 14 | | |
| Chaparmukh-Silghat railway | A. B. ... | Chaparmukh to Silghat ... | Surveyed | 2' 6" | 50 | 19·46 | (a) Alternative to "Kampur Silghat railway." |
| Gauhati-Borpani railway ... | E. B. ... | Gauhati to Borpani ... | Surveyed in 1913-14. | 2' 0" | 70 | ... | |
| Kampur-Silghat railway ... | A. B. ... | Kampur to Silghat, *vid* Nowgong. | Surveyed in 1908-1909. | 3' 3¾" / 2' 6" | 48 | 17·95 / 17·66 | (a) |
| Sylhet District tramways ... | A. B. ... | (i) Juri to Solgai, *vid* Silua and Pathimi. | Surveyed | 2' 0" | 22 | 6·41 | (a) |
| | | (ii) Branch of (i) from Baitakhal Station to Dulamcherra. | Not ... | 2' 6" | 10 | 4·62 | Reconnoitred in 1911. |
| | | (iii) Karimganj to Chandikhira, with a branch from Patharkandi-Bazar to Magura Cherra. | Not ... | 2' 6" | 43 | 12·00 | Arrangements being made for a survey of the line. |
| | | (iv) Srimangal to Maulvi Bazar and Maulvi Bazar to Manumukh. | Surveyed in 1912. | 2' 0" / 3' 3¾" | 18 | 6·01 / 6·42 | |
| | | | | 2' 0" | 9 | 3·08 | |
| | | (v) Shaistaganj to Habiganj and | Surveyed in 1912. | 2' 0" / 3' 3¾" | 8 | 3·42† / 8·55† | |
| | | Shaistaganj to Begamkhan | | 2' 0" / 3' 3¾" | 7 | 2·24† / 2·90† | |
| | | Habiganj to Madna ... and | Reconnoitred in 1911-1912. | 2' 0" / 3' 3¾" | 12 | 6·95† / 8·26† | |
| | | Habiganj to Ajmiriganj ... | | 2' 0" / 3' 3¾" | 19 | 11·28† / 13·42† | |
| Sylhet-Tharriah Ghat railway. | A. B. ... | Sylhet to Tharriah Ghat ... | Not ... | 3' 3¾" | 22 | ... | New project. Survey sanctioned. |
| Tangla-Baliapara railway ... | E. B. ... | Tangla to Baliapara ... | Surveyed in 1905-06 | 3' 3¾" | ... | ... | (a) |
| **BALUCHISTAN.** | | | | 5' 6" | 52 | 64·32 | Fully equipped line. |
| | | | | 5' 6" | 47 | 28·95 | Light line. (a) Projected to develop mining industry and open up Zhob Valley. |
| Khanai-Hindu Bagh railway | N. W. ... | Khanai to Hindu Bagh ... | Surveyed in 1908. | 2' 6" | 52 | 49·04 | Fully equipped line. |
| | | | | 2' 6" | 47 | 25·94 | Light line. |
| | | | | 2' 0" | 47 | 25·36 | Light line. |
| **BENGAL.** | | | | | | | |
| Bankura-Damoodar River railway. | B. N. ... | Bankura to Raina ... | Surveyed in 1913. | 2' 6" | 61 | 34·49 | (a) Will connect with the Vishnupur-Santrachi chord. Construction has since been sanctioned. |
| Baraset-Basirhat Light railway extension. | B. B. L. ... | Pattipooker to Belgachia... | Surveyed in 1913. | 2' 6" | 1 | ·41 | New project. Construction sanctioned. |
| Barisal connection railway | E. B. ... | Barisal to Nowpara *vid* Gournadi. | Not ... | 5' 6" | 76 | 143·06 | Reconnoitred in 1911. |
| | | *Alternative.* Barisal to Khoolna *vid* Gournadi with a branch from Gournadi to Madaripur. | | 2' 6" | 69 | 67·12 | (a) Proposal for construction on 5' 6" gauge received and survey sanctioned on that gauge. |
| | | | ... | ... | ... | ... | |
| Bhairab Bazar-Netrakona-Mymensingh railway. | A. B. & E. B. ... | (i) Bhairab Bazar to Gouripur, with branches to | Surveyed in 1913. | 3' 3¾" | 60 | 42·71 | (a) |
| | | (a) Bajitpur ... and | | | 3 | 2·76 | Consideration of (a) and (b) deferred. |
| | | (b) Kathiadi ... ... | | | 7 | 3·48 | |
| | | (ii) Mymensingh to Netrakona *vid* Gouripur and Shamganj. | | | 27 | 39·74 | |
| | | (iii) Shamganj to Bagmara and extension. | | | 21 | 20·35 | |
| | | (iv) From Bagmara to Siju | Not ... | 3' 3¾" | 21 | ... | (iv) Under Survey. |
| Birnagar-Santipur railway | E. B. ... | Birnagar to Santipur ... | Not ... | 5' 6" | 10 | ... | New project. Survey sanctioned as far as the eastern bank of the Hooghly if necessary. |

*Also known as Hailakandi Light railway. † Without land and rolling-stock.

(a) Proposals for construction under Branch Line terms have been received from private promoters.

# APPENDIX 10—*contd.*

## *Railways and tramways projected up to the 31st March 1914.*

| NAME OF PROJECT. Projects are arranged under provinces in which situated. | Connected existing railway system. (For abbreviations used see "Index" to Appendix I.) | Initial and terminal points. | Surveyed or not. | Gauge. | Length. | Estimated cost. | REMARKS. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| **BENGAL**—*contd.* | | | | | Miles. | Lakhs of rupees. | |
| Burdwan-Howrah chord railway. | E. I. ... | Burdwan to Howrah ... | Surveyed in 1913. | 5′ 6″ | 55 | ... | It will cross the Tarkessur Branch of the East Indian Railway near Kamarkundu Station. Burdwan-Kamarkundu Section, length 33 miles, cost 65·50 lakhs, sanction for construction. See also "Calcutta chord railway". |
| Calcutta Chord railway ... | E. I. and E. B. | (i) Kamarkundu on Burdwan-Howrah railway to Bally (double track). | Surveyed in 1913-14. | 5′ 6″ | 12 | 18·63 | |
| | | (ii) Bridge over the river Hooghly at Bally and approaches (double track). | | 5′ 6″ | 8 | 112·62 | |
| | | (iii) Eastern Bengal railway low level northern connection with Hooghly Bridge (single track). | | 5′ 6″ | 2 | 6·86 | |
| Chandrakona Road-Ghatal railway. | B. N. ... | Chandrakona Road to Ghatal. | Not ... | 2′ 6″ | ... | ... | (*a*) New project. |
| Contai Road-Contai railway | B. N. ... | Contai Road to Contai ... | Surveyed in 1913. | 2′ 6″ | 35 | ... | (*a*) |
| Dashghara-Jamalpurganj railway. | E. P. ... | Dashghara to Jamalpurganj | Not ... | 2′ 6″ | 8 | 3·00 | (*a*) Survey sanctioned. |
| Goalundo-Narayanganj extension railway. | E. B. ... | Lakhee Khal Hat (opposite Faridpur) to Munshiganj | Surveyed in 1898. | 3′ 3½″ | 40 | 58·47 | |
| Hajiganj-Shatnal branch railway. | A. B. ... | Hajiganj to Shatnal ... | Surveyed in 1899. | 3′ 3½″ | 24 | 32·81 | |
| Jessore-Jhenida railway extensions. | J. D. ... | (i) Jhenida to Kaligunga. | Not ... | ... | ... | ... | (*a*) New project. |
| | | (ii) Jhenida to Moorsel *vid* Magura. | | | | | |
| | | (iii) Jessore to Bagmara *vid* Narail. | | | | | Survey of (iv) on 5′ 6″ sanctioned. |
| | | (iv) Faridpur to Madaripur *vid* Bhanga and Bagmara. | | | | | |
| Kalighat-Fatehpur railway | E. B. ... | Kalighat to Fatehpur with a branch to Falta ... | Not ... | 2′ 6″ | 18<br>... | ...<br>... | (*a*) Survey up to Fatehpur sanctioned. |
| Katwa-Ahmadpur railway | E. I. ... | Katwa to Ahmadpur ... | Surveyed in 1901-1902. | 5′ 6″ | 32 | 28·23 | (*a*) A 2′ 6″ gauge survey sanctioned. |
| Krishnagar-Jalangi railway | E. B. ... | Krishnagar to Jalangi ... | Surveyed in 1905. | 2′ 6″ | 56 | 16·29* | |
| Kurigram-Ulipur-Ramna railway. | E. B. ... | Kurigram to Ulipur and Ulipur to Ramna. | Surveyed in 1912. | 3′ 3½″ | 22 | ... | |
| Mymensingh-Tangail railway | E. B. ... | Mymensingh to Tangail with extension to Elashin. | Not ... | 3′ 3½″ | 56<br>9 | 49·00<br>8·37 | (*a*) Reconnoitred in 1912 by northern route.<br>Question of alignment by southern route as well as of a branch to Singhjhani under consideration. |
| Nabharan-Satkhira railway | E. B. ... | Nabharan to Satkhira ... | Surveyed in 1913. | 5′ 6″ | 26 | 17·67 | (*a*) |
| Nachoul-Rampur Boalia-Gopalpur railway. | E. B. ... | Mile 85·8 of the Katihar-Godagari extension, near Nachoul to Gopalpur. | Surveyed in 1913. | 5′ 6″ | 57 | 83·98 | Alternative to Nattore-Godagari railway. |
| Nattore-Rampur Boalia-Godagari railway. | E. B. ... | Nattore to Godagari, *vid* Rampur Boalia. | Surveyed in 1910-1911. | 5′ 6″ | 41 | 53·27 | Considered preferable to Nachoul-Gopalpur railway. |
| Nuxulbari-Mirik railway ... | ... | Nuxulbari to Mirik *vid* Balasun valley. | Not ... | 2′ 0″ | ... | ... | (*a*) Survey sanctioned. |
| Patgram-Mathabhanga railway. | B. D. ... | Patgram to Mathabhanga... | Not ... | 3′ 3½″ | 12½ | ... | New project. Survey sanctioned. |
| Patgram-Mekliganj railway | B. D. ... | Patgram to Mekliganj ... | | | 7½ | ... | |
| Phulbari-Sumjhia branch railway. | E. B. ... | Phulbari to Sumjhia ... | Surveyed in 1895-1896. | 3′ 3½″ | 13 | 4·42 | |
| Purnea and Dinajpur Districts railways. | ... | (See under "Bihar and Orissa"). | ... | ... | ... | ... | |
| Sainthia-Khagraghat railway. | E. I. ... | Sainthia to Khagraghat ... | Not ... | 2′ 6″ | ... | ... | (*a*) New project. |
| Santahar-Malda railway ... | E. B. ... | Santahar to Malda ... | Surveyed in 1910. | 3′ 3½″ | 54 | 53·35 | (*a*) |

* With second-hand materials and rolling-stock. With new materials and rolling-stock cost is 18·14 lakhs.
(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

# APPENDIX 10—*contd.*

## *Railways and tramways projected up to the 31st March 1914.*

| NAME OF PROJECT. Projects are arranged under provinces in which situated. | Connected existing railway system. (For abbreviations used see "Index" to Appendix 1). | Initial and terminal points. | Surveyed or not. | Gauge. | Length. | Estimated cost. | REMARKS. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | | | | | Miles. | Lakhs of rupees. | |
| **BENGAL**—*concld.* | | | | | | | |
| Vishnupur-Santragachi railway. | B. N. ... | Vishnupur to Santragachi | Not ... | 5′ 6″ | 75 | ... | Survey sanctioned. |
| **BIHAR AND ORISSA.** | | | | | | | |
| Bausi-Baidyanath railway ... | E. I. ... | Bausi to Baidyanath ... | Surveyed in 1899. | 5′ 6″ | 44 | 32·35 | |
| Bechupur-Ramgarh Bokharo Coalfield railway. | O. & R. ... | Bechupur (Moghal Sarai) to Leiyo. | Surveyed in 1910. | 5′ 6″ | 269 | 361·64 | |
| Bhadrak-Chandballi railway | B. N. ... | Bhadrak to Chandba'li ... | Not ... | 5′ 6″ | 30 | ... | Survey sanctioned. |
| Bhagalpur-Nalhati (or Ahmadpur) railway. | E. I. ... | Bhagalpur to Nalhati ... or Bhagalpur to Ahmadpur ... | Surveyed in 1895-1896. | 5′ 6″ | ... | ... | Bhagalpur to Bausi opened on 1st October 1911. |
| Bhojudih-Daltonganj railway | B. N. ... | Bhojudih to Daltonganj ... | Surveyed in 1889-1890 and 1897-1898. | 5′ 6″ | 171 | 168·00 | |
| Bokharo and Ramgarh Coalfields railway. | B. N. ... | Mohuda to a point on the left bank of the Chootya Nala. | Surveyed in 1908-1909. | 5′ 6″ | 42 | 50·02 | Mohuda-Jamooni Section (12 miles) as well as the second Section from Jamooni to a distance of further 12 miles under construction. |
| Chakardharpur-Jaintgarh railway. | B. N. ... | Chakardharpur-Jaintgarh *viâ* Chaibasa. | Not ... | 2′ 6″ | ... | ... | (*a*) New project. |
| Futwah-Islampur railway ... | E. I. ... | Futwah to Islampur ... | Not ... | 2′ 6″ | 26 | ... | (*a*) Survey sanctioned. |
| Gya-Sherghatty railway ... | E. I. ... | Gya to Sherghatty ... | Surveyed in 1912. | 5′ 6″ | 22 | 12·80 | |
| Hazaribagh Road-Hazaribagh railway. | E. I. ... | Hazaribagh Road to Hazaribagh or | Not ... | 2′ 0″ | ... | ... | (*a*) Construction of the first alternative on 2′ 6″ under consideration. |
| | | Kodarma to Hazaribagh ... | | | 41 | 14·00 | Reconnoitred. |
| Isri-Parasnath railway ... | E. I. ... | Isri to Madhuban ... | Not ... | 2′ 6″ | 12 | 3·77 | (*a*) Reconnoitred. |
| Lohardaga-Palkote extension railway. | B. N. ... | Lohardaga to Palkote ... | Under survey. | 2′ 6″ | 45 | ... | |
| Mourbhanj Light railway extension. | B. N. ... | Baripada to Talband ... | Surveyed in 1913. | 2′ 6″ | 39 | 15·03 | (*a*) |
| Muzaffarpur-Darbhanga chord railway. | B. & N. W. | Muzaffarpur to Darbhanga | Surveyed in 1906-1907. | 3′ 3¾″ | 38 | 32·70 | |
| Purnea and Dinajpur Districts railways. | E. B. ... | ..... | ... | ... | ... | ... | Reconnaissance sanctioned of areas between Barsoi-Kisenganj branch and Parbatipur-Siliguri line and between Forbesganj branch and Darjeeling-Himalayan railway. |
| Sambalpur-Khurda railway | B. N. ... | Sambalpur to Khurda ... | Surveyed in 1891-1893. | 5′ 6″ | 190 | 237·00 | |
| Sointilla-Sonpur branch railway. | B. N. ... | Sointilla to Sonpur ... | Surveyed in 1897-1898. | 5′ 6″ | 43 | 30·62 | To connect Raipur-Vizianagram with Sambalpur-Khurda. |
| Tewaraha-Sitamarhi branch railway. | B. & N. W. | Tewaraha to Sitamarhi ... | Surveyed in 1906-1907. | 3′ 3¾″ | 30 | 16·53 | Tewaraha is at mile 19 on projected Muzaffarpur-Darbhanga chord railway. |
| Vyas Sarovar-Jajpur railway | B. N. ... | Vyas Sarovar to Jajpur ... | Not ... | 2′ 6″ | 17 | ... | New project. |
| **BOMBAY.** | | | | | | | |
| Aden railway ... ... | ... | Tawahi to Shaik Othman with Maala to Crater branch | Surveyed in 1910-1911. | 2′ 6″ | 10<br>2 | ... ... | |
| Anaval-Mahuva railway ... | ... | Anaval to Mahuva ... | Surveyed in 1913-14. | 2′ 6″ | 18 | ... | Proposed by Baroda Durbar. Will be a branch of the Bilimora-Kalamba railway. |
| Andheri Tramway ... | B. B. & C. I. | Andheri to Vesava ... | Surveyed | 3′ 3¾″ | 3½ | 1·11 | (*a*) New project. |
| Bagalkot-Hungund branch railway. | M. & S. M. | Bagalkot to Hungund ... | Surveyed in 1900. | 3′ 3¾″ | 31 | 24·42 | |

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

# APPENDIX 10—*contd.*

## *Railways and tramways projected up to the 31st March 1914.*

| NAME OF PROJECT. Projects are arranged under provinces in which situated. | Connected existing railway system. (For abbreviations used see "Index" to Appendix I). | Initial and terminal points. | Surveyed or not. | Gauge. | Length. | Estimated cost. | REMARKS. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | | | | | Miles. | Lakhs of rupees. | |
| **BOMBAY**—*contd.* | | | | | | | |
| Belapur (or Lakh)-Sangamner branch railway. | G. I. P. | Lakh to Sangamner ... | Surveyed in 1900. | 5′ | 32 | ... | Alternative alignment, *vid* Bablishwar, 4 miles shorter. |
| Belgaum-Hubli railway ... | M. & S. M. | Belgaum to Hubli, *vid* Saundatti. | Not ... | 3′ 3⅜″ | 75 | ... | (*a*) Survey sanctioned. |
| Bodeli-Chhota Udepur railway. | G. D. ... | Bodeli to Chhota Udepur ... | Not ... | 2′ 6″ | 24 | ... | Survey sanctioned in 1912. |
| Bombay-Sind Connection railway. | B. B. & C. I. & N. W. | Viramgam to Badin, *vid* Radhanpur, Suigam and Nagarparker. | Surveyed in 1907-1909. | 5′ 6″ | 270 | 318·19 | The project as a whole is in abeyance but construction of Viramgam-Radhanpur section length 60 miles is under consideration. |
| Bulsar-Vahial railway ... | B. B. & C. I. | Bulsar to Vahial *vid* Dharmpur. | Surveyed in 1912-14 | 2′ 6″ | 24 | 9·50 | (*a*) |
| Chinchli-Bagalkot railway ... | M. & S. M. | Chinchli to Bagalkot, *vid* Jamkhandi. | Surveyed in 1911-12. | 3′ 3⅜″ | 75 | 49·73* | 52 miles will be in Native States. |
| Choranda-Koral railway ... | G. D. ... | Choranda to Koral ... | Not ... | 2′ 6″ | 12 | ... | |
| Dabhoi-Timba railway ... | G. D. ... | Dabhoi to Timba, *vid* Waghodia Jarod, Samlaya and Savli with a branch to Baroda from Waghodia. | Surveyed ... | 2′ 6″ ... | 63 ... | 23·86 ... | Proposed by Baroda Durbar. The Dabhoi-Jarod—Samlaya section is under construction. |
| Dabhora-Ambaji Mata railway. | B. B. & C. I. | A point on the Gadhwada thana Frontier to Ambaji Mata. | Surveyed in 1910-12. | 2′ 6″ | 33 | 17·80 | Construction of the first 18 miles to Samia by a private Company sanctioned in 1911. Estimated cost 7·40 lakhs. |
| Deesa-Tharad railway ... | B. B. & C. I. | Deesa to Tharad with branches. (*i*) Diodar to Radhanpur ... (*ii*) Abasana to Suigam ... | Surveyed in 1900 | 3′ 3⅜″ | 85 | 22·72 | (*a*) Extension of Palanpur-Deesa Deesa-Diodar Section (28 miles) cost 7·98 lakhs and Diodar-Tharad Section (38 miles) cost 5·44 lakhs. |
| Dholka-Ranpur railway ... | B. B. & C. I. & B. N. G. | (*i*) Dholka to Dhandhuka (*ii*) Dhandhuka to Ranpur | Surveyed in 1906-07 Not ... | 3′ 3⅜″ | 44 16 | 23·10 4·62 | |
| Dhond-Baramati Extensions railway. | G. I. P. ... | (*i*) Baramati to Sarati, *vid* Wadapuri and Baura. (*ii*) Baramati to Kamblesh-war, *vid* Malegaon Budruk | Not ... | 2′ 6″ | 37 12 | ... ... | (*a*) |
| Dhulia-Amalner branch railway. | G. I. P. ... | Dhulia to Amalner ... | Surveyed in 1892-1893. | 5′ 6″ | 20 | 20·00 | |
| Gadag-Yalvigi railway ... | M. & S. M. | Gadag to Yalvigi, with branches to Gold mines. | Surveyed in 1905-1906. | 3′ 3⅜″ | 33 | ... | |
| Indore-Dohad railway ... | ... | See under Central India ... | ... | ... | ... | ... | |
| Jacobabad-Larkhana railway | N. W. ... | Jacobabad to Larkhana *vid* Shahdadpur and Kambar. | Not ... | 2′ 6″ | 33 | ... | (*a*) Survey from Jacobabad to Shahdadpur, (48 miles) and resurvey of Larkana-Shahdadpur section sanctioned. |
| Jamda-Parola railway ... | G. I. P. ... | Jamda to Parola ... | Not ... | 2′ 6″ | 28 | ... | (*a*) New project. |
| Jamnagar-Dwarka extension railway. | J. N. ... | Jamnagar to Dwarka, *vid* Khambhalia, with Khambhalia-Salaya branch. | Surveyed in 1911. | 3′ 3⅜″ | 80 10 | ... ... | Proposed by Navanagar State. The line lies partly in that State and partly in Baroda. Commencement of earthwork sanctioned as a measure of famine relief. The portion in Baroda has been sanctioned for construction. |
| Jeur (or Poplaj)-Kharda railway. | G. I. P. ... | Jeur (or Poplaj) to Kharda | Not ... | 2′ 6″ | 40 | ... | (*a*) New project. |
| Jhar-Velan railway ... | K. C. L. | Jhar to Velan *vid* Khamba | Not ... | 3′ 3⅜″ | ... | ... | Commencement of earthwork on Jhar-Khamba section as a measure of famine relief sanctioned in 1912. |
| Junagad-Una railway ... | J. N. D.... | Junagad to Una *vid* Visavadar and Sodavdi. | Surveyed in 1912. | 3′ 3⅜″ | 77 | 38·12* | Junagad-Visavadar section 26¼ miles constructed. |

* Includes cost of Junction arrangements.

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

# APPENDIX 10—*contd.*

## *Railways and tramways projected up to the 31st March 1914.*

| NAME OF PROJECT. Projects are arranged under provinces in which situated. | Connected existing railway system. (For abbreviations used see "Index" to Appendix I). | Initial and terminal points. | Surveyed or not. | Gauge. | Length. | Estimated cost. | REMARKS. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | | | | | Miles. | Lakhs of rupees. | |
| **BOMBAY—*contd.*** | | | | | | | |
| Kalyan-Belapur-Panevel-Karjat Light railway. | G. I. P. ... | Kalyan to Karjat, *vid* Taloja and Chowk | Surveyed in 1907-1908. | 2′ 0″ | 40 | 15·22 | |
| | | | | 2′ 6″ | | 16·17 | |
| | | with | | | | | |
| | | Taloja-Sarsola branch, *vid* Belapur. | | 2′ 0″ | 9 | 2·57 | |
| | | | | 2′ 6″ | | 2·79 | |
| | | Chowk to Nagothna extension. | Not ... | 2′ 0″ or 2′ 6″ | 37 | 12·33 | Reconnoitred in 1907-1908. |
| Kapadvanj-Meghraj railway | N. K. ... | Kapadvanj to Meghraj *vid* Baad, alternative Kapadvanj to Modassa *vid* Baad | Surveyed in 1912-1913. | 2′ 6″ | 49 | 18·00 | |
| | | | | | 40 | 14·74 | (*a*) |
| Koregaon-Satara railway ... | M. & S. M. | Koregaon to Satara ... | Surveyed in 1911 | 3′ 3⅜″ | 13 | 4·44 | (*a*) |
| Kundla-Bhavnagar railway... | B. N. G. ... | (*i*) Savar Kundla to Mahuva *vid* Khuntavada | Surveyed in 1912-13. | 3′ 3⅜″ | 39 | 14·94 | Proposed by Bhavnagar State. Commencement of earthwork on Kundla-Mahuva section sanctioned as a measure of famine relief in 1911. |
| | | (*ii*) Branch from Khuntavada to Port Victor. | | | 17 | 6·90 | |
| | | (*iii*) Mahuva to Bhavnagar | Not ... | 3′ 3⅜″ | ... | ... | |
| Kurla-Trombay railway ... | G. I. P. ... | Kurla to Trombay ... | Surveyed in 1907-1908. | 5′ 6″ | 5 | 6·07 | Project deferred for the present. |
| Larkhana-Kambar-Shahdadpur railway. | N. W. ... | Larkhana to Shahdadpur .. | Surveyed in 1899-1900. | 2′ 6″ | 32 | 11·68 | |
| | | | | 5′ 6″ | 32 | 19·32 | Fully equipped Light line. |
| | | | | | | 13·07 | See "Jacobabad - Larkhana railway." |
| Lower Sind branches ... | N. W. ... | (*i*) Badin to Jungshahi ... | Surveyed in 1902. | 5′ 6″ | 70 | 37·42 | |
| | | (*ii*) Tando Muhammad Khan to Mirpur Buttora. | | | 33 | 17·19 | |
| Lunavada-Sunth Rampur railway. | G. L. ... | Lunavada *to* Sunth Rampur. | Surveyed in 1913. | 2′ 6″ | 22 | 8·87 | |
| Manmad-Malegaon railway | G. I. P. ... | Manmad to Malegaon ... | Not ... | 2′ 6″ | 23 | ... | (*a*) |
| Miraj-Bijapur branch railway | M. & S. M. | Miraj to Bijapur ... | Not ... | 2′ 6″ | 77 | ... | Construction by Barsi Light railway contemplated. |
| Nadiad-Kaira railway ... | B. B. & C. I. | Nadiad to Kaira, *vid* Piej Vasu and Matar. | No ... | 2′ 6″ | 18 | ... | (*a*) Survey sanctioned. |
| Nevasa-Nasik railway ... | G. I. P. ... | Nevasa-Nasik with a branch to Sangamner. | Not ... | 2′ 6″ | 117 | ... | (*a*) New project. |
| Nipani branch railway ... | M. & S. M. | (*i*) Chinchli Route ... | Surveyed in 1912-13. | 3′ 3⅜″ | 35 | 22·96 | (*a*) |
| | | (*ii*) Raibag Route ... | | | 32 | 22·09 | |
| | | (*iii*) Shirol Road route ... | Not ... | 3′ 3⅜″ | 35 | 25·70 | |
| | | (*iv*) Raibag (*direct*) route... | | | 30 | 19·52 | |
| Pachora-Jamner railway ... | G. I. P. ... | Pachora to Jamner ... | Surveyed in 1913. | 2′ 6″ | 34 | 16·59 | (*a*) |
| Pandharpur-Baramati railway. | B. L. ... | Pandharpur to Baramati with branches to Indapur and Nira Bridge. | Not ... | 2′ 6″ | ... | ... | New project—Comprises part of Pandharpur-Lonand line. |
| Pandharpur-Lonand railway | B. L. ... M. & S. M. | Pandharpur to Lonand with a branch to meet Dhond-Baramati railway. | Not ... | 2′ 6″ | 95 | ... | Construction by Barsi Light railway contemplated. |
| | | | | | 10 | ... | |
| Pandharpur-Miraj extension railway. | B. L. ... | Pandharpur town to Miraj | Surveyed in 1908. | 2′ 6″ | 84 | 50·91 | Construction by Barsi Light railway contemplated. |
| | | With branches to Mangalveda and Jath | Not ... | 2′ 6″ | ... | ... | |
| Petlad-Katana railway ... | A. P. ... | Petlad to Katana *vid* Borsad Bhadai and Ras. | Not ... | 2′ 6″ | ... | ... | New project proposed by Baroda Darbar. |
| Pimpri-Jamkhed railway ... | G. I. P. ... | Pimpri to Jamkhed and on to Kharda. | Not ... | 2′ 6″ | 60 | ... | (*a*) New project. Alternative to Jeur (Poplaj) Kharda railway. |

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

# APPENDIX 10—*contd.*

## *Railways and tramways projected up to the 31st March 1914.*

| Name of project. Projects are arranged under provinces in which situated. | Connected existing railway system. (For abbreviations used see "Index" to Appendix 1). | Initial and terminal points. | Surveyed or not. | Gauge. | Length. | Estimated cost. | Remarks. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | | | | | Miles. | Lakhs of rupees. | |
| **BOMBAY**—*concld.* | | | | | | | |
| Secunderabad-Gadag railway | N. G. S.... | Secunderabad to Gadag *vid* Raichur. | Surveyed in 1913. | 3' 3⅜" | 292 | 217·62 | Secunderabad-Gadwal section of the line, length 117 miles, cost 100·87 lakhs, sanctioned for construction. |
| Shivrajpur-Pani railway ... | C. S. ... | Shivrajpur to Pani ... | Surveyed in 1912. | 2' 6" | 14 | 4·64 | (*a*) Will afford railway communication to manganese mines at Pani. |
| Songhad-Vajpur railway ... | T. V. .... | Songhad to Vajpur ... | Not ... | 2' 6" | ... | ... | New project. Proposed by Baroda Durbar. |
| Talegaon-Manchar railway | G. I. P. ... | (*i*) Talegaon to Khed ... | Surveyed in 1910, resurveyed in 1913. | 2' 6" | 22 | 17·58 | (*a*) |
| | | (*ii*) Khed to Manchar ... | Not- ... | ... | 8 | ... | |
| Thasra-Virpur railway ... | B. B. & C. I. | Thasra to Virpur *vid* Balasinor. | Not ... | 2' 6" | 34 | ... | (*a*) New project. Survey sanctioned. |
| Vambori-Sheogaon railway | G. I. P.... | Vambori to Sheogaon ... | Not... | 2' 6" | 35 | ... | (*a*) Survey sanctioned. |
| Vasad-Katana railway ... | B. B. & C. I. | Vasad to Katana *vid* Borsad and Vadeli or *vid* Dabhasi, Bochasan, Golel Uneli, Shahijpur and Ras. | Not... | 5' 6" | 27 | ... | (*a*) |
| Veraval-Bherai railway ... | J. N. D. ... | Veraval to Bherai *vid* Una | Not ... | 3' 3⅜" | 76 | ... | New project. Proposed by Junagad Durbar. Survey of Veraval-Una section sanctioned |
| Veraval-Sasan tramway ... | J. N. D.... | Veraval to Sasan ... | Not ... | 3' 3⅜" | 26 | ... | New project. Proposed by Junagad Durbar. |
| Vijapur-Chhara railway ... | B. B. & C. I. | Vijapur to Chhara ... | Not ... | 3' 3⅜" | ... | ... | Proposed by Baroda Durbar as extension of their Kalol-Vijapur railway. |
| **BURMA.** | | | | | | | |
| Alon-Saingbyin railway ... | B. ... | Alon to Saingbyin *vid* Budalin. | Surveyed in 1911. | 3' 3⅜" | 28 | 11·68 | |
| Assam-Burma connection railway. | A. B. & B. ... | (*i*) Chittagong-Akyab-Minhla. (Aeng Pass route.) | Surveyed in 1894-1895. | 3' 3⅜" | 450 | 700·00 | |
| | | (*ii*) Lumding-Manipur-Tammu-Yuwo-Kyathin (Manipur route.) | | | 385 | 650·00 | |
| | | (*iii*) Makum to Mogaung ... (Hukong valley route.) | | | 284 | 383·00 | |
| | | (*iv*) Chittagong-Taungup-Prome. | Surveyed in 1908-1909. | | 490 | 841·94 | |
| Bhamo-Momein (Tengyueh) railway. | B. ... | Bhamo to Momein ... | Surveyed in 1905-1906. | 3' 6" | 122 | 127·52 | |
| Kyangin-Petye railway ... | B. ... | Kyangin to Petye ... | Surveyed in 1908. | 2' 3⅜" | 8 | 4·79 | |
| Lower Burma railways ... | B. ... | (*i*) Ye to Tavoy ... | Reconnoitred in 1912. | 3' 3⅜" | 83 | 21·37 | |
| | | (*ii*) Tavoy to Amya, *vid* Myitta. | | | 137 | 112·37 | |
| | | (*iii*) Moulmein to Three Pagodas. | | | 108 | 59·02 | |
| | | | | | 54 | 58·51 | |
| | | (1) Moulmein to Amherst | Reconnoitred in 1913. | 2' 6" | 56 | 21·98 | |
| | | (2) Moulmein to Chaungwabyin. | | | 235 | 93·91 | |
| | | (3) Chaungwabyin to Mergui | | | 161 | 64·46 | |
| | | (4) Mergui to Karathuri ... | | | 139 | 111·81 | |
| | | (5) Karathuri to Victoria point. | | | 89 | 47·54 | |
| Madouk-Nyaunglebin-Pado railway. | B. ... | Madouk to Nyaunglebin ... and Nyaunglebin to Pado ... | Surveyed in 1908 1910. | 3' 3⅜" | 10 | 5·40 | |
| | | | | | 13 | 6·27 | |
| Moulmein-Myawaddy railway | B. ... | Battery point, north of Moulmein to Myawaddy. | Surveyed in 1907. | 3' 3⅜" | 78 | 100·19 | |
| Moulmein-Ye railway ... | B. ... | Battery point, north of Moulmein to Ye. | Surveyed in 1906. | 3' 3⅜" | 94 | 83·32 | |

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

# APPENDIX 10—*concld.*

## *Railways and tramways projected up to the 31st March 1914.*

| Name of project. Projects are arranged under provinces in which situated. | Connected existing railway system. (For abbreviations used see "Index" to Appendix I). | Initial and terminal points. | Surveyed or not. | Gauge. | Length. | Estimated cost. | Remarks. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | | | | | Miles. | Lakhs of rupees. | |
| **BURMA**—*concld.* | | | | | | | |
| Pegu-Syriam railway ... | B. ... | Pegu to Syriam ... | Surveyed in 1904-1905. | 3′ 3⅜″ | 67 | 53·30 | |
| Pyinmana-Magwe railway... | B. ... | Pyiwin to Taungdwingyi ... and Taungdwingyi to Myingin (near Magwe). | Surveyed in 1907-1908. | 3′ 3⅜″ | 69<br>51 | 49·74<br>40·95 | Proposed in 1905 in case of necessity as a famine relief work. The Pyinmana-Minbyin section, 29 miles long, re-surveyed in 1911, as a light line and estimated to cost Rs. 13·73 lakhs. It will open up rich forest reserves. |
| Shwebo-Thabeitkyin railway | B. ... | Shwebo to Thabeitkyin *vid* Letkobin. | Surveyed in 1899. | 3′ 3⅜″ | 30 | 14·43 | Projected to tap Kabwe collieries and ruby mine district. Collieries served by first section to Letkobin (23 miles). Cost 9·94 lakhs. |
| Shwebo-Yeu Light railway | B. ... | Shwebo to Yeu ... | Surveyed in 1907. | 3′ 3⅜″ | 22 | ... | Projected to serve country to be irrigated by Shwebo and Yeu canals. |
| Ta Hapalai-Nam Pai railway | B. ... | Ta Hapalai (on Lashio Branch) to Nam Pai (on Burma Mines Light railway). | Surveyed in 1910. | 3′ 3⅜″ | 26 | 17·63 | Project abandoned at present. |
| **CENTRAL INDIA.** | | | | | | | |
| Barwaha-Bodeli Light railway. | B. B. & C. I. | Barwaha to Bodeli ... | Surveyed in 1906. | 2′ 6″ | 163 | 61·15 | Construction of Bodeli-Chhota Udepur section (24 miles) by private promoters under consideration and its detailed survey made in 1912. |
| Bir-Bhopal railway ... | G. I. P. ... | Bir to Bhopal ... | Surveyed in 1906-1907. | 5′ 6″ | 102 | 166·12 | Estimate is for double line without rolling-stock. Proposed as alternative to doubling the Itarsi-Bhopal section, shortening through mileage. Resurvey sanctioned. |
| Indore-Dohad railway ... | B. B. & C. I. | Indore to Dohad or Anas... | Not ... | 5′ 6″ | 120 | ... | New project. Proposed by Indore Durbar. |
| Mirzapur-Maihar chord railway. | ... | (See under United Provinces.) | ... | ... | ... | ... | |
| Rewah-Sutna railway ... | E. I. ... | Rewah to Sutna ... | Re-surveyed in 1912. | 2′ 6″<br>5′ 6″ | 32 | 10·27<br>18·60 | (*a*) Cost of 2′ 6″ with 5′ 6″ gauge formation 13·66 lakhs. |
| **CENTRAL PROVINCES.** | | | | | | | |
| Amraoti-Sonnair railway ... | G. I. P. ... | Amraoti to Narkher, *vid* Morsi. | Surveyed in 1906-1907. | 5′ 6″ | 70 | 65·70 | The Itarsi-Nagpur railway supersedes the section from Narkher to Sonnair. |
| Belharshah extension railway | ... | (See under Hyderabad.) | ... | ... | ... | ... | |
| Bilaspur-Mungeli-Mandla railway. | B. N. ... | Bilaspur to Cheraidongri... | Surveyed in 1905-1908. | 2′ 6″ | 153 | 101·74 | Excluding interest on capital. |
| Bir-Bhopal railway ... | ... | (See under Central India.) | ... | ... | ... | ... | |
| Borkhedi-Hinganghat railway. | G. I. P. ... | Borkhedi to Hinganghat ... | Surveyed in 1906-1907. | 5′ 6″ | 26 | 20·91 | Chord between the North-East line and the Wardha coal branch. |
| Dhamtari-Bastar-Salur railway. | B. N. ... | Dhamtari to Salur, *vid* Bastar, comprising— | | | | | Reconnaissance survey made in 1912. Detailed survey for a line from Drug *vid* Bastar and Jeypur to Salur sanctioned. |
| | | (1) Dhamtari to Jagdalpur by (*a*) Western route ... | Not ... | 2′ 6″ | 182 | 51·28 | |
| | | by (*b*) Central route ... | | | 152 | 49·04 | |
| | | by (*c*) Eastern route *vid* Kondagaon. | | | 145 | 45·35 | |
| | | by (*d*) Eastern route direct | | | 137 | 43·30 | |
| | | (2) Jagdalpur to Jeypur ... | | | 52 | 13·31 | |
| | | (3) Jeypur to Salur ... | | | 117 | 73·41 | |
| Khamgaon-Jalna railway ... | G. I. P. ... | Khamgaon to Jalna ... | Surveyed in 1893-1900. | 2′ 6″ | 93 | 32·85 | (*a*) Fresh survey of Khamgaon-Chickli section (36 miles) made in 1912. Proposals for construction by private promoters under consideration. |
| Khandwa-Akola-Hingoli railway. | B. B. & C. I. | Khandwa to Hingoli, *vid* Akola and Basim, comprising— | | | | | Line forms part of North and South 3′ 3⅜″ gauge connection. Will be constructed by State. |
| | | (1) British Section, Khandwa to Painganga. | Re-surveyed in 1911-12. | 3′ 3⅜″ | 168 | 148·01 | |
| | | (2) Hyderabad Section, Hingoli to Painganga. | | | 17 | 12·29 | |



(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

# APPENDIX 10—*contd.*

## *Railways and tramways projected up to the 31st March 1914.*

| Name of project. Projects are arranged under provinces in which situated. | Connected existing railway system. (For abbreviations used see "Index" to Appendix 1). | Initial and terminal points. | Surveyed or not. | Gauge. | Length. | Estimated cost. | Remarks. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| **CENTRAL PROVINCES**—*concld.* | | | | | Miles. | Lakhs of rupees. | |
| Lafa Coal Fields railway ... | B. N. ... | Bilaspur to Lafa Coal Fields | Not ... | 5' 6" | 20 | ... | Survey sanctioned. |
| Murtajapur-Yeotmal railway extensions. | M. Y. ... | (1) Yeotmal to Wun ... | Not ... | 2' 6" | 66 | ... | (*a*) New project. Survey sanctioned. |
| | | (2) Darwa to Pusad ... | | | 32 | | |
| | | (3) Takli to Edlabad ... | | | 30 | | |
| Pulgaon-Arvi railway ... | G.I.P. ... | Pulgaon to Arvi ... | Surveyed in 1911. | 2' 6" | 22 | 11·60 | (*a*) Concession since granted. |
| Rajahmundry-Sironcha railway. | M. & S. M | Rajahmundry to Sironcha direct, | Surveyed in 1909-1910. | 5' 6" | 209 | 367·96 | |
| | | or *Vid* Gokavaram ... | | | 215 | 367·84 | |
| Sambalpur-Khurda railway | ... | (See under Bihar and Orissa) | ... | ... | ... | ... | |
| **HYDERABAD.** | | | | | | | |
| Belharshah extension railway | G. I. P. & N. G. S. | Belharshah to Kazipet, *vid* Sirpur, Tandur and Pedapali. | Re-surveyed in 1910. | 5' 6" | 149 | 151·97* | These projects supersede the earlier Eastern and Western routes between Bellarpur and Warangal. |
| | | Bellarpur to Sironcha ... | Surveyed in 1904-1905 | 2' 6" | 107 | 42·26 | |
| Khamgaon-Jalna railway ... | ... | (See under Central Provinces.) | ... | ... | ... | ... | |
| Khandwa-Akola-Hingoli railway. | ... | (See under Central Provinces.) | ... | ... | ... | ... | |
| Takli-Edlabad railway ... | ... | (See under Central Provinces.) | ... | ... | ... | ... | |
| Secunderabad-Gadag railway | ... | (See under Bombay.) ... | ... | ... | ... | ... | |
| **KASHMIR.** | | | | | | | |
| Sarai Kala-Abbottabad-Srinagar railway. | ... | (See under Punjab.) ... | ... | ... | ... | ... | |
| **MADRAS.** | | | | | | | |
| Ammayanayakkanur-Uttamapalaiyam railway. | S. I. ... | Ammayanayakkanur to Uttamapalaiyam. | Surveyed in 1906. | 3' 3½" | 61 | ... | |
| Attur-Chinna Selam-Tirumandora railway. | S. I. ... | Attur to Chinna Selam ... | Not ... | 3' 3½" | 20 | ... | Survey sanctioned. |
| | | or to Tirumandora ... | | | 30 | ... | |
| Bangalore-Hosur railway ... | ... | (See under Mysore.) ... | ... | ... | ... | ... | |
| Berhampur-Russelkonda railway. | ... | (See "Ganjam District Light railways.)" | | | | | |
| Bezwada-Jaggiapett railway | M. & S. M. | Bezwada to Jaggiapett ... | Not ... | 5' 6" | 54 | 43·50 | |
| Cuddalore-Vriddhachalam railway. | S. I. ... | Cuddalore to Vriddhachalam | Surveyed in 1905. | 3' 3½" | 34 | ... | |
| Dhamtari-Bastar-Salur railway. | ... | (See under Central Provinces.) | ... | ... | ... | ... | |
| Dhanushkodi-Talaimanaar railway. | S. I. ... | Dhanushkodi to Talimanaar | Not ... | ... | ... | ... | Preliminary survey sanctioned will connect India with Ceylon. |
| Dindigul-Palghat railway ... | S. I. ... | Dindigul to Palghat, *vid* Palni, Pollachi and Kollengode. | Surveyed in 1903-1904 and 1905-1906. | 3' 3½" | 111 | 78·99 | (*a*) |
| Ganjam District Light railways. | B. N. ... | Berhampore to Russelkonda | Surveyed in 1899. | 2' 6" | 49 | 14·91 | Other lines comprised in the scheme are superseded or abandoned. |
| Godavari District Light railway. | M. & S. M. | Cocanada town to Kotipalle with a branch from Jagannathagiri to Yedide. | Not ... | 2' 6" ... | 25 17 | 19·97 | (*a*) New project. |
| Gudivada-Nidadavolu railway. | M. & S. M. | (i) Gudivada to Bhimavaram. | Surveyed in 1913. | 5' 6" 3' 3½" | 41 | 35·30 | New project proposed by District Board of Kistna. |
| | | (ii) Nidadavolu to Nansapur *vid* Bhimavaram. | | 5' 6" | 47 | 25·14 45·94 | |
| Hassan-Mangalore railway... | ... | (See under Mysore) ... | ... | ... | ... | ... | |
| Kalikiri-Rayachoti branch railway. | M. & S. M. | Kalikiri (or Pilery) to Rayachoti. | Surveyed in 1899-1900. | 3' 3½" | 34 | 10·76 | |
| Karaikudi-Arantangi railway | S. I. ... | Karaikudi to Arantangi ... | Surveyed in 1910. | 3' 3½" | 18 | 8·79 | Alternative to Devakota-Arantangi branch of the Trichinopoly-Ramnad railway. |
| Kavali-Udayagiri railway ... | M. & S. M. | Kavali to Udayagiri ... | Surveyed in 1908. | 2' 6" | 51 | 15·96 | |
| Kodaikanal Road-Uttamapalaiyam railway. | S. I. ... | Kodaikanal Road to Uttamapalaiyam. | Surveyed in 1906-1907. | 3' 3½" | 61 | ... | (*a*) |

* Excluding rolling-stock.

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

# APPENDIX 10—*contd.*

## *Railways and tramways projected up to the 31st March 1914.*

| Name of project. Projects are arranged under provinces in which situated. | Connected existing railway system. (For abbreviations used see "Index" to Appendix 1). | Initial and terminal points. | Surveyed or not. | Gauge. | Length. | Estimated cost. | Remarks. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| **MADRAS**—*concld.* | | | | | Miles. | Lakhs of rupees. | |
| Kumbakonam-Mannargudi railway. | S. I. ... | Kumbakonam to Mannargudi. | Surveyed in 1905. | 3' 3⅜" | 22 | 18·61 | See remarks on "Nidamangalam-Vedaraniem railway," which comprises Nidamangalam-Mannargudi section of this railway. |
| Madura-Bodinayakkanur railway. | S. I. | Madura to Bodinayakkanur. | Not ... | ... | 54 | ... | Proposed by District Board of Madura. Traffic survey sanctioned. |
| Mayavaram-Tranquebar railway. | S. I ... | Mayavaram to Tranquebar | Not ... | 3' 3⅜" | 16 | ... | Proposed by Tanjore District Board. Survey sanctioned. |
| Mysore-Tellicherry railway | M. & S. M. | Mysore to Tellicherry ... | Surveyed in 1899-1900. | 2' 6" | 145 | 81·00 | |
| Nandyal-Atmakur railway... | M. & S. M. | Nandyal to Atmakur, *vid* Velgode. | Surveyed in 1909. | 3' 3⅜" | 30 | 14·87 | Surveyed on behalf of the District Board of Kurnool. |
| Nanjangud-Erode railway ... | ... | (See under Mysore). ... | ... | ... | ... | ... | |
| Nidamangalam-Vedaraniem railway. | S. I. ... | (i) Nidamangalam to Mannargudi. | Surveyed in 1905. | 3' 3⅜" | 8 | 5·83 | Comprises the Nidamangalam-Mannargudi section of the Kumbakonam-Mannargudi line. |
| | | (ii) Mannargudi to Tiruturaipundi. | Not ... | ... | ... | ... | |
| | | (iii) Tiruturaipundi to Vedaraniem. | Surveyed in 1905-1906. | 3' 3⅜" | 20 | 10·88 | Construction of (i) and (iii) on behalf of the District Board of Tanjore sanctioned. Survey of (ii) sanctioned. |
| Palakod-Karur railway ... | S. I. ... | Palakod to Karur, *vid* Salem | Not ... | 3' 3⅜" | ... | ... | Reconnaissance survey sanctioned including a survey for an alternative line from Namakkal to Samayapuram in connection with the section from Salem to Karur. |
| Palni-Satyamangalam railway. | ... | Palni to Satyamangalam, with a branch from Satyamangalam to Mettupalaiyam. | Surveyed in 1903-1904. | 3' 3⅜" | 84 | 84·33 | |
| | | | | 3' 3⅜" | 17 | 25·03 | |
| Parlakimedi-Gunupur railway. | B. N. ... | Parlakimedi to Gunupur ... | Surveyed in 1910-1911. | 2' 6" | 32 | 8·29 | Surveyed at the instance of the Parlakimedi estate. |
| Phirangipuram-Gurzala branch railway. | M. & S. M. | Phirangipuram to Gurzala | Surveyed in 1901. | 3' 3⅜" | 50 | 12·60 | |
| Ramnad-Kilakkarai railway | S. I. ... | Ramnad to Kilakkarai ... | Surveyed in 1909-1910. | 3' 3⅜" | 11 | 3·35 | Surveyed on behalf of the District Board of Madura. |
| Ramnad-Virudupatti railway | S. I. ... | Ramnad to Virudupatti ... | Surveyed in 1909. | 3' 3⅜" | 66 | 27·89 | (a) |
| Rajahmundry-Sironcha railway. | ... | (See under Central Provinces). | ... | ... | ... | ... | |
| Renigunta-Madras railway | M. & S. M. | Renigunta to Madras ... | Not ... | 3' 3⅜" | 100 | ... | Survey sanctioned. |
| Singarayakonda-Kanigiri railway. | M. & S. M. | Singarayakonda to Kanigiri | Surveyed in 1908. | 2' 6" | 41 | 13·83 | |
| Suramangalam (Salam)-Attur railway. | S. I. ... | (i) Suramangalam to Salam Town. | Surveyed in 1913. | 5' 6" | 4 | 4·66 | |
| | | (ii) Sevvaypattai on (i) to Attur. | | 3' 3⅜" | 38 | 15·87 | |
| Tanjore-Tiruvadi railway ... | S. I. ... | Tanjore to Tiruvadi ... | Not ... | 3' 3⅜" | 7 | ... | Proposed by Tanjore District Board. Survey sanctioned. |
| Tinnevelly-Tiruchendur railway. | S. I. ... | Tinnevelly to Tiruchendur | Surveyed in 1903-1904. | 3' 3⅜" | 38 | 20·52 | Proposed by the District Board of Tinnevelly. Estimates under revision. |
| Trichinopoly-Panruti railway | S. I. ... | Trichinopoly to Panruti *vid* Srirangam, Tirupattur, Parambalur, Volcondah, Pariore and Adiyur. | Surveyed in 1907. | 3' 3⅜" | 95 | 107·20 | Cost of a low grade line 84·60 lakhs. |
| Trichinopoly-Ramnad railway | S. I. ... | Trichinopoly to Ramnad, with branch from Devakota to Arantangi. | Surveyed in 1909. | 3' 3⅜" | 108 | 54·23 | Alternative to Trichinopoly-Thondi railway. |
| | | | | | 28 | 17·34 | |
| Trichinopoly-Thondi railway | S. I. ... | Trichinopoly to Thondi ... | Not ... | 3' 3⅜" | 86 | 37·50 | |
| Ulundurpettai-Chinna Selam railway. | S. I. ... | Ulundurpettai to Chinna Selam. | Surveyed in 1909. | 3' 3⅜" | 32 | 13·52 | |
| Vaigai Valley railway .... | S. I. ... | Ammayanayakkanur to Kotagudi, with extensions.— | | | 55 | | Ammayanayakkanur-Uttamapalaiyam line proposed by District Board of Madura covers a large portion of this project. |
| | | (i) Periyakulam to Krishnama Naik's tope. | Not ... | 2' 6" | 5 | 22·88 | |
| | | (ii) Near Theni (mile 39) to Uttamapalaiyam. | | | 18 | | |

(a) Proposals for construction under Branch Line terms have been received from private promoters.

# APPENDIX 10—*contd.*

## *Railways and tramways projected up to the 31st March 1914.*

| NAME OF PROJECT. Projects are arranged under provinces in which situated. | Connected existing railway system. (For abbreviations used see "Index" to Appendix 1). | Initial and terminal points. | Surveyed or not. | Gauge. | Length. | Estimated cost. | REMARKS. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | | | | | Miles. | Lakhs of rupees. | |
| **MADRAS**—*contd.* | | | | | | | |
| Virudupati-Tenkasi railway | S. I. ... | Virudupati to Tenkasi, *vid* Sivakasi. | Surveyed in 1912. | 3′ 3½″ | 76 | 30·39 | |
| Vizianagram-Bimlipatam railway. | B. N. ... | Vizianagram to Bimlipatam | Not ... | 5′ 6″ | 15 | | |
| Yerragudipad-Jammalamadugu railway. | M. & S. M. | Yerragudipad to Jammalamadugu. | Surveyed in 1900. | 2′ 6″<br>5′ 6″ | 24 | 10·45<br>12·47 | Will be merged in the Yerragudipad-Nandyal project. |
| Yerragudipad-Nandyal railway. | M. & S. M. | Yerragudipad to Nandyal... | Surveyed in 1908-1909. | 3′ 3½″ | 71 | 40·85 | |
| **MYSORE.** | | | | | | | |
| Bangalore-Hosur railway ... | M. & S. M. | Bangalore to Hosur ... | Surveyed in 1906. | 2′ 6″ | 25 | ... | Proposed by Mysore Darbar. Being resurveyed. Will connect with Hosur-Dharmapur railway under construction. |
| Dodbele-Kolar Gold-fields railway. | M. & S. M. | Dodbele to Kolar Gold-fields. | Surveyed in 1907. | 3′ 3½″ | 73 | ... | |
| Hassan-Mangalore railway | ... | Hassan to Mangalore ... | Surveyed in 1913. | 2′ 6″<br>3′ 3½″ | 107<br>... | 82·96<br>177·80 | New project. Proposed by Mysore Durbar. |
| Kolar-Chickballapur railway | B. P. K. & B. C. | Kolar to Chickballapur ... | Surveyed | 2′ 6″ | 33 | 14·90 | New project. Proposed by Mysore Durbar. |
| Mysore-Tellicherry railway | ... | (See under Madras) | ... | ... | ... | ... | |
| Nanjangud-Erode railway ... | M. & S. M. | Nanjangud to Erode with a branch from Kottamangalam to Mettupalaiyam. | Surveyed in 1909-1911. | 3′ 3½″ | 119<br>23 | 109·67<br>13·59 | 33·7 miles in Mysore. The Durbar do not propose to construct this section till the British section is put in hand. |
| **NORTH-WEST FRONTIER PROVINCE.** | | | | | | | |
| Mardan-Charsadda railway | N. W. ... | Mardan to Charsadda ... | Surveyed in 1910. | 2′ 6″ | 17 | 9·06 | (*a*) |
| Mardan-Swabi railway ... | N. W. ... | Mardan to Swabi ... | Surveyed in 1910. | 2′ 6″ | 31 | 21·52 | (*a*) |
| Sarai Kala-Abbottabad-Srinagar railway. | ... | (See under Punjab) ... | ... | ... | ... | ... | |
| Trans-Indus railway ... | N. W. ... | Kohat to Bannu ... | Surveyed in 1909. | 2′ 6″ | ... | ... | |
| **PUNJAB.** | | | | | | | |
| Baijnath-Nurpur railway ... | ... | Baijnath to Nurpur ... | Not ... | 2′ 6″ | 70 | ... | (*a*) New project. Reconnaissance sanctioned. This will be an extension of Panthankot-Nurpur railway. |
| Bhagtanwali-Sargodha railway. | N. W. ... | Bhagtanwali to Sargodha | Not ... | 5′ 6″ | 16 | ... | To connect with the proposed Sangla-Chiniot-Khushab railway. |
| Dhak branch railway ... | N. W. ... | (i) Dhak to Tajuwala direct | Surveyed in 1906-07. | 5′ 6″ | 11 | 4·97* | To serve coal mines. |
| | | (ii) Dhak to Tajuwala *vid* Katha. | Surveyed in 1909. | | 15 | 7·86* | |
| Jagadhri Light railway extension. | J. I. ... | Jagadhri Town to Sadhaura *vid* Chachrauli and Bilaspur. | Not ... | 2′ 0″ | ... | ... | Proposed by Jagadhri Light Railway Company. |
| Jhang-Sangla railway ... | N. W. ... | Jhang to Chiniot ... and Chiniot to Sangla ... | Surveyed in 1906. | 5′ 6″ | 50·63<br>23·78 | 33·94*<br>18·39* | Estimates revised in 1911. |
| Kalka-Baijnath railway ... | E. I. ... | Kalka to Baijnath with branches. | | | 170 | 158·45 | |
| | | (1) Mandi to Kulu ... | Not ... | 2′ 6″ | 42 | 49·15 | Reconnoitred in 1912. |
| | | (2) Nalagarh to Rupar | | | 16 | 11·90 | |
| Karnal-Kaithal-Nabha branch railway. | E. I. ... | Karnal to Nabha, *vid* Kaithal | Not ... | 5′ 6″ | 70 | 56·00 | |
| Lahore-Patti railway ... | N. W. ... | (i) Lahore to Gurdaspur *vid* Ajnala. | Not ... | 2′ 6″ | ... | ... | (*a*) New project. |
| | | (ii) Gurdaspur to Patti *vid* Butari and Harike with a branch of (1) from Ajnala to Amritsar. | | | | | |

* Excluding rolling-stock.

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

# APPENDIX 10—*contd.*

## *Railways and tramways projected up to the 31st March 1914.*

| Name of project. Projects are arranged under provinces in which situated. | Connected existing railway system. (For abbreviations used see "Index" to Appendix I). | Initial and terminal points. | Surveyed or not. | Gauge. | Length. | Estimated cost. | Remarks. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| **PUNJAB**—*contd.* | | | | | Miles. | Lakhs of rupees. | |
| Nankana-Changa Manga-Pak Patan railway. | N. W. ... | Nankana *vid* Bulloke to Changa Manga | Not ... | 2′ 6″ | 35 | ... | (a) Survey sanctioned. |
| | | Changa Manga *vid* Chunian | | | 60 | ... | |
| | | Hujra and Dipalpur to Pak Patan. | | | | | |
| Pathankot-Bakloh railway... | N. W. ... | Pathankot to Bakloh *vid* Nurpur. | Not ... | 2′ 6″ | 35 | ... | Survey sanctioned. Alternative to Pathankot-Nurpur. |
| Pathankot-Nurpur railway... | N. W. ... | Pathankot to Nurpur ... | Surveyed in 1912. | 5′ 6″ | 14 | 12·58 | (a) |
| Patiala feeder railways ... | ... | (i) Patiala to Dhand *vid* Pihewa. | Not ... | 2′ 6″ | 36 | ... | New project. Proposed by Patiala Durbar. Survey sanctioned. |
| | | (ii) Sirhind to Ropar *vid* Sanghol. | | | 26 | ... | |
| | | (iii) Patiala to Sirhind ... | | | 20 | ... | |
| | | (iv) Samana to Mansa *vid* Sonam. | | | ... | ... | |
| | | (v) Samana to Ghuram ... | | | 20 | ... | |
| | | (vi) Mansa to Tapa ... | | | 21 | ... | |
| | | (vii) Tapa to Badhaur ... | | | 14 | ... | |
| | | (viii) Sonam to Barnala ... | | | ... | ... | |
| | | (ix) Samana to Chhintanwala. | | | 18 | ... | |
| | | (x) Chhintanwala to Amargarh. | | | ... | ... | |
| | | (xi) Doraha to Pael ... Narnaul-Dadri ... | Not ... | 3′ 3½″ | ... 39 | ... ... | New project. Proposed by Patiala Durbar. Survey sanctioned. |
| Patiala-Jakhal railway ... | N. W. ... | Patiala to Jakhal ... | Surveyed in 1906. | 5′ 6″ | 54 | 34·00 | Proposed by Patiala Durbar. |
| | | | | 3′ 3½″ | | 24·83 | |
| | | Bulloke weir on the Ravi river to Chiniot *vid* Lyallpur. | Not ... | 2′ 6″ | 69 | ... | (a) New project. Survey sanctioned. The whole of this project including the question of gauge is being reconsidered. |
| | | Chiniot to Shahpur *vid* Sargodha. | Not ... | 2′ 6″ | 50 | ... | |
| | | Lyallpur to Gujranwala *vid* Chuharkana. | Not ... | 2′ 6″ | 65 | ... | |
| | | Sargodha to Gujrat ... | Not ... | 2′ 6″ | 85 | ... | |
| Punjab Canal Colony railways. | N. W. ... | Shahpur to Bera ... | Not ... | 2′ 6″ | ... | ... | |
| | | Lyallpur to Tandlianwala | | | | | |
| | | Sangla Hill to Bulloke weir *vid* Nankhana Saheb. | | | | | |
| | | Montgomery to Pak Pattan | | | | | |
| | | Montgomery to Johania ... | | | | | |
| | | Gujrat to Lukanwal ... | | | | | |
| Rohtak-Gohana railway ... | S. P. ... | Rohtak to Gohana ... | Not ... | ... | 23·20 | ... | New project. Reconnaissance sanctioned. |
| Sarai Kala-Abbottabad-Srinagar railway. | N. W. ... | Saraikala to Srinagar, *vid* Abbottabad. (Comprises the following sections). | ... | ... | ... | ... | Portions within British and Kashmir territories to be constructed and owned by the Government of India and Durbar, respectively. |
| | | (i) Saraikala to Abbottabad. | Resurveyed in 1907-1909. | 5′ 6″ | 51 | 87·76 | Sarai Kala-Havelian portion of the line constructed on the 5′ 6″ gauge. Re-survey of the Havelian-Abbottabad portion of the line sanctioned. |
| | | (ii) Abbottabad to Garhi Habibulla. | | 5′ 6″ | 28 | 77·39 | |
| | | (iii) Garhi Habibulla to Kashmir frontier. | Surveyed in 1892-1893. | 5′ 6″ | 4 | 10·41 | |
| | | (iv) Kashmir frontier to Domel. | | 5′ 6″ | 5 | 27·24 | |
| | | (v) Kashmir frontier to Srinagar. | | 3′ 3¾″ | 109 | 157·89 | |

* Excluding rolling-stock.

(a) Proposals for construction under Branch Line terms have been received from private promoters.

# APPENDIX 10—*contd.*

## *Railways and tramways projected up to the 31st March 1914.*

| NAME OF PROJECT. Projects are arranged under provinces in which situated. | Connected existing railway system. (For abbreviations used see "Index" to Appendix I). | Initial and terminal points. | Surveyed or not. | Gauge. | Length. | Estimated cost. | REMARKS. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| **PUNJAB**—*concld.* | | | | | Miles. | Lakhs of rupees. | |
| Sialkot-Shahdara railway ... | N. W. ... | (1) Sialkot to Narowal *vid* Pasrur. | Surveyed in 1918. | 5′ 6″ | 38 | 27·50 | (*a*) Construction of Sialkot-Narowal section under consideration. |
| | | (2) Narowal to Shahdara... | Not | 5′ 6″ | ... | ... | |
| Sialkot-Morala railway ... | N. W. ... | Sialkot to Morala ... | Not ... | ... | 15 | ... | (*a*) New Project. Survey sanctioned. |
| **RAJPUTANA.** | | | | | | | |
| Baran-Marwar railway ... | B. B. & C. I. | Baran to Marwar ... or Baran to Nasirabad ... with Jehazpur to Paondero Branch. | Surveyed in 1898-1899. | 3′ 3½″ | 213<br>153<br>71 | 136·67<br>96·12<br>31·63 | Baran-Kotah section (41 miles) has been constructed on 5′ 6″ gauge, and construction of Kotah-Marwar section on same gauge under consideration. |
| Dholpur-Bajakhera Extension railway. | B. B. & C. I. | Dholpur to Bajakhera ... | Surveyed in 1910-1911. | 2′ 6″ | 23 | ... | Proposed by Dholpur Durbar. |
| Jaipur-Loharu railway ... | J. S. M.... | Jaipur to Surajgarh *vid* Reengus Sikar, Jhunjhu and Chirawa. | Not ... | 3′ 3½″ | 135 | ... | New project proposed by Jaipur Durbar. Survey sanctioned, Jaipur-Reengus section 36 miles under construction. |
| Karauli branch railway ... | B. B. & C. I. | Gangapur to Karauli ... | Not ... | ... | 25 | ... | Proposed by Karauli Durbar as a famine relief work. |
| Marwar-Sanderao railway... | J. B. ... | Marwar to Sanderao ... | Not ... | 3′ 3½″ | 71 | 17·00 | New project. Proposed by Marwar Durbar. |
| Kotah Feeder railways ... | G. I. P. & B. B. & C. I. | (i) Baran to Durra Sargod<br>(ii) Baran to Etawa ...<br>(iii) Sangod to Arnia ...<br>(iv) Arnia to Mansher Thana<br>(v) Arnia to Shri Chatterpura. | Not | 2′ 6″ | 170 | ... | New project. Survey sanctioned. |
| Mauli-Nathdwara railway ... | U. C. ... | Mauli to Nathdwara ... | Surveyed in 1896. | 3′ 3½″ | 15 | 4·73 | |
| Sri Madhopur-Borawar chord railway. | B. B. & C. I. | Sri Madhopur to Borawar | Not ... | 3′ 3½″ | ... | ... | |
| Sri Madhopur-Sikar railway | B. B. & C. I. | Sri Madhopur to Sikar ... | Surveyed in 1900. | 3′ 3½″ | 31 | 8·69 | |
| **UNITED PROVINCES.** | | | | | | | |
| Auriya-Pokhrayan Junction | G. I. P. ... | Auriya-Pokhrayan ... | Not ... | 2′ 6″ | 30 | ... | (*a*) |
| Auriya-Phaphund railway ... | E. I. ... | Auriya to Phaphund ... | Surveyed in 1907. | 5′ 6″ | 13 | 8·88 | |
| Dehra-Rajpur railway ... | O. & R. ... | Dehra to Rajpur ... | Surveyed in 1912. | 5′ 6″ | 8 | 11·19 | (*a*) |
| Dibai-Kasganj railway ... | O. & R. ... | Dibai to Kasganj ... | Surveyed in 1912. | 5′ 6″ | 37 | 32·79 | |
| Etawah-Farukhabad railway | E. I. & B. B. & C. I. | Etawah to Farukhabad ... | Not ... | 2′ 6″ | 50 | ... | (*a*) New project. |
| Fatehpur-Markundi chord railway. | E. I. ... | Fatehpur to Markundi alternatives. | Surveyed in 1900-1901. | | 71 | 98·46 | |
| | | (i) Fatehpur to Karwi ... | | 5′ 6″ | 52 | 72·59 | |
| | | (ii) Khaga to Manikpur ... | | | 57 | 85·98 | |
| Garhmuktesar-Tundla railway. | O. & R. ... | Garhmuktesar to Tundla *vid* Dibai, Kasganj and Etah. | Not ... | 2′ 6″ | 125 | ... | (*a*) New project. |
| Hardoi-Sandi branch railway | O. & R. ... | Hardoi to Sandi ... | Surveyed in 1902 | 5′ 6″ | 14 | 3·62 | |
| Harpalpur-Nowgong ... | G. I. P. ... | Harpalpur-Nowgong ... | ... | 2′ 6″ | 82 | ... | (*a*) |
| Harpalpur-Sumerpur ... | G. I. P. ... | Harpalpur-Sumerpur *vid* Rath | ... | 2′ 6″ | | | |
| Jaunpur-Sultanpur railway | O. & R. ... | Jaunpur to Sultanpur ... | Not ... | 2′ 6″ | 55 | ... | (*a*) New project. |
| Jharekapur-Kaurialaghat railway. | R. & K. ... | Jharekapur to Kaurialaghat with branch from Dhaurahra to Saraian. | Not ... | 3′ 3½″ | 65 | ... | Survey sanctioned. |
| | | | | 3′ 3½″ | 50 | ... | |
| Kasganj-Delhi railway ... | R. & K. & E. I. R. | Kasganj to Delhi *vid* Atrauli, Bulandshahr and Okhla. | Not ... | 3′ 3½″ | 125 | ... | New project. |

(*a*) Proposals for construction under Branch Line terms have been received from private promoters.

# APPENDIX 10—*concld.*

## *Railways and tramways projected up to the 31st March 1914.*

| NAME OF PROJECT. Projects are arranged under provinces in which situated. | Connected existing railway system. (For abbreviations used see "Index" to Appendix 1). | Initial and terminal points. | Surveyed or not. | Gauge. | Length. | Estimated cost. | REMARKS. |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| **UNITED PROVINCES**—*concld.* | | | | | Miles. | Lakhs of rupees. | |
| Karwi-Rajapur railway ... | G. I. P. ... | Karwi to Rajapur direct | Surveyed in 1906-1907. | 5′ 6″ | 19 | 7·76 | (a) Government of United Provinces favour the route, *viâ* Pahari. |
| | | or *viâ* Pahari ... ... | | | 21 | 8·42 | |
| Kasganj-Agra railway ... | O. & R. ... | Kasganj (or Soron) to Agra *viâ* Etah. | Not ... | 3′ 3½″ | 60 | ... | New project. Alternative to Kasganj-Delhi railway. Survey sanctioned. |
| Kasganj-Rewari railway ... | R. & K. & B. B. & C. I. | Kasganj to Rewari *viâ* Aligarh and Nuh with a branch from Nuh to Delhi. | Not ... | 3′ 3½″ | ... | ... | New project. Reconnaissance survey sanctioned. |
| Kasipur-Kalagarh railway... | R. & K. ... | Kasipur to Kalagarh ... | Surveyed in 1912-13. | 3′ 3½″ | 27 | ... | First 12 miles will cost 5·19 lakhs. |
| Kunch-Madhogarh railway... | G. I. P. ... | Kunch to Shankarpur *viâ* Jalaon | Surveyed in 1906. | 5′ 6″ | 36 | 13·44 | (a) Certain amount of earthwork done in 1906 as famine relief work. Present proposal is for a 2′ 6″ gauge line. |
| | | with Jalaon-Madhogarh Branch. | | | 16 | 5·92 | |
| Lucknow-Sultanpur railway | O. & R. ... | Lucknow to Sultanpur ... | Not ... | 2′ 6″ | 80 | ... | (a) Survey sanctioned. |
| Meerut-Garhmukhtesar railway. | O. & R. ... | Meerut to Garhmukhtesar | Not ... | 2′ 6″ | 28 | ... | (a) New project. |
| Meerut-Roorkee railway ... | O. & R. ... | Meerut to Roorkee ... | Not ... | 2′ 6″ | 78 | ... | (a) New project. |
| Mirzapore-Maihar chord railway. | E. I. ... | Mirzapore to Maihar ... | Surveyed in 1902. | 5′ 6″ | 140 | 155·00 | |
| Moghalsarai-Bhabua Road railway. | E. I. ... | Moghalsarai to Bhabua Road *viâ* Chakia. | Not ... | 2′ 6″ | 40 | ... | New project. Proposed by the Benares State. Survey sanctioned. |
| Rosa-Budaon-Hapur railway | O. & R. ... | (i) Rosa to Budaon ... | Surveyed in 1910-1911. | 5′ 6″ | 73 | 26·09 | (a) |
| | | (ii) Budaon to Babrala ... | | | 54 | 60·27 | |
| | | (iii) Rajghat to Hapur with a branch to Bulandshahr. | | | 69 | 69·24 | |
| Tilhar-Budaon-Hapur railway | O. & R. ... | Tilhar to Hapur *viâ* Budaon with a branch from Jehangirabad to Bulandshahr. | Surveyed in 1909. | 5′ 6″ | 147 | 189·21 | |
| | | | Surveyed in 1909. | 5′ 6″ | 16 | | |
| Unao-Madhoganj railway ... | O. & R. ... | (i) Unao to Bangarmau *viâ* Safipur. | Surveyed in 1910-1911. | 5′ 6″ | 30 | 24·73 | |
| | | (ii) Unao-Bangarmau *viâ* Hyderabad. | | | 38 | 29·24 | |
| | | (iii) Bangarmau to Madhoganj | | | 18 | 14·66 | |

(a) Proposals for construction under Branch Line terms have been received from private promoters.

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over each

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | I. Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes. | | II. Coal and coke carried for the public and foreign railways. | | 1. Raw. | |
|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| | | 5' 6" gauge. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| 1 | (*a*) to (*c*), (*e*), (*g*) & (*h*) | Bengal-Nagpur ... ... | 420 | 9,330 | 3,048,622 | 83,21,681 | 31,438 | 4,53,971 |
| 2 | (*a*) to (*e*) & (*m*) to (*o*) | Bombay, Baroda and Central India. | 1,293 | 42,224 | 243,714 | 7,40,435 | 256,375 | 39,97,167 |
| 3 | (*a*) to (*d*) | Eastern Bengal ... | 2,625 | 38,975 | 1,229,135 | 12,73,530 | 3,352 | 16,479 |
| 4 | ... | East Indian ... | 3,953 | 87,277 | 9,379,520 | 3,03,43,551 | 66,258 | 4,63,332 |
| 5 | (*a*) to (*k*) | Great Indian Peninsula ... | 2,870 | 84,183 | 894,680 | 28,53,255 | 451,576 | 98,55,830 |
| 6 | (*a*) to (*l*) | Madras and Southern Mahratta | 1,392 | 21,825 | 229,717 | 12,96,578 | 126,740 | 15,36,341 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | 341 | 4,665 | 416,935 | 13,64,749 | 14,838 | 97,686 |
| 8 | (*a*) to (*o*) | North Western ... | 5,612 | 1,54,068 | 483,096 | 9,85,383 | 170,220 | 24,58,459 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 1,813 | 22,305 | 193,637 | 4,84,638 | 14,296 | 82,413 |
| 10 | (*a*) to (*k*) | South Indain ... ... | 373 | 8,402 | 47,104 | 1,18,196 | 58,230 | 4,09,623 |
| | | 3' 3⅜" gauge. | | | | | | |
| 11 | ... | Assam-Bengal ... ... | 302 | 3,311 | 74,961 | 1,92,072 | 2,397 | 17,800 |
| 12 | ... | Bengal and North-Western ... | 1,106 | 16,485 | 150,389 | 3,48,113 | 3,026 | 26,418 |
| 13 | ... | Bengal Dooars ... ... | 195 | 1,443 | 40,520 | 1,78,092 | 4 | 46 |
| 14 | ... | Bhavnagar ... ... | 220 | 1,335 | 23,170 | 27,958 | 29,036 | 1,88,815 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 699 | 11,429 | 158,741 | 2,56,760 | 140,222 | 10,27,501 |
| 15 | ... | Burma ... ... | 2,732 | 28,771 | 13,473 | 1,23,331 | 11,978 | 69,222 |
| 16 | ... | Dibru-Sadiya ... ... | ... | ... | 426,463 | 5,81,681 | ... | ... |
| 17 | ... | Gondal-Porbandar ... | 123 | 568 | 8,686 | 9,950 | 14,374 | 66,655 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hydera-bad-Godavari Valley. | 223 | 4,447 | 26,059 | 95,553 | 49,386 | 5,76,134 |
| 18 | ... | Jamnagar ... ... | 17 | 44 | 675 | 1,784 | 209 | 468 |
| 19 | ... | Jodhpur-Bikaner ... | 540 | 5,222 | 23,971 | 27,531 | 42,349 | 1,36,888 |
| 20 | ... | Junagad ... ... | 167 | 859 | 5,165 | 1,908 | 12,501 | 42,703 |
| 21 | ... | Morvi ... ... | 8 | 52 | 7,832 | 12,106 | 7,350 | 41,724 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 377 | 2,831 | 6,581 | 7,384 | 744 | 3,501 |
| 25 | ... | Udaipur-Chitorgarh ... | 7 | 87 | 944 | 830 | 4,728 | 20,389 |
| | | Carried over ... | 27,411 | 5,45,108 | 17,133,790 | 4,96,47,049 | 1,511,637 | 2,15,39,359 |

# DIX 11.

## *earnings therefrom during the financial year 1913-14.*

railway in India and is therefore not the same as the total production and imports.]

III.

COTTON—*continued on following page.*

2. MANUFACTURED.

| (a) Twist and yarn, European. | | (b) Twist and yarn, Indian. | | (c) Piece-goods, European. | | (d) Piece-goods, Indian. | | NUMBER. Main head. |
|---|---|---|---|---|---|---|---|---|
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 5,796 | 47,597 | 18,769 | 2,38,092 | 11,957 | 1,48,757 | 10,563 | 1,69,032 | 1 |
| 2,177 | 60,195 | 14,514 | 2,47,882 | 34,698 | 11,79,393 | 19,071 | 2,90,705 | 2 |
| 1,110 | 10,581 | 5,515 | 47,644 | 31,655 | 3,62,300 | 4,622 | 39,823 | 3 |
| 1,293 | 31,135 | 17,461 | 1,74,722 | 60,120 | 14,82,770 | 10,516 | 1,55,827 | 4 |
| 14,344 | 2,56,854 | 23,788 | 3,22,037 | 61,731 | 14,50,083 | 25,463 | 4,40,009 | 5 |
| 11,445 | 1,17,606 | 18,702 | 2,01,850 | 21,508 | 2,94,289 | 13,927 | 2,03,351 | 6 |
| 4,729 | 49,118 | 3,622 | 45,201 | 3,525 | 49,526 | 1,531 | 18,091 | 7 |
| 605 | 10,918 | 9,328 | 1,76,111 | 31,413 | 8,91,150 | 40,512 | 8,06,789 | 8 |
| 1,316 | 10,766 | 9,358 | 77,028 | 12,217 | 90,151 | 7,363 | 63,749 | 9 |
| 4,413 | 43,744 | 14,898 | 1,38,308 | 12,373 | 1,85,011 | 7,280 | 89,085 | 10 |
| 577 | 3,949 | 924 | 6,459 | 3,652 | 34,623 | 1,154 | 8,007 | 11 |
| 171 | 3,000 | 6,081 | 84,224 | 22,720 | 2,35,526 | 6,221 | 64,919 | 12 |
| 11 | 79 | 76 | 728 | 590 | 5,424 | 151 | 1,411 | 13 |
| ... | 2 | 1,555 | 5,533 | 184 | 613 | 1,863 | 9,135 | 14 |
| 1,028 | 17,643 | 14,810 | 2,68,128 | 16,764 | 2,42,154 | 24,220 | 5,33,331 | 2 |
| 2,259 | 45,026 | 2,751 | 55,553 | 11,204 | 1,94,375 | 828 | 14,812 | 15 |
| ... | ... | ... | ... | ... | ... | ... | ... | 16 |
| 203 | 693 | 612 | 2,122 | 199 | 953 | 1,535 | 4,738 | 17 |
| 594 | 10,005 | 1,224 | 22,602 | 1,392 | 20,925 | 1,333 | 19,285 | 7 |
| 87 | 184 | 48 | 118 | 87 | 361 | 43 | 210 | 18 |
| 1 | 13 | 1,655 | 11,357 | 2,643 | 25,120 | 4,467 | 29,718 | 19 |
| ... | ... | 236 | 695 | 151 | 522 | 581 | 2,343 | 20 |
| ... | ... | 75 | 346 | 179 | 983 | 262 | 1,288 | 21 |
| 23 | 121 | 2,254 | 10,245 | 2,951 | 21,333 | 1,282 | 9,254 | 24 |
| ... | 4 | 38 | 311 | 401 | 4,226 | 351 | 3,692 | 25 |
| 52,082 | 7,19,233 | 167,794 | 21,37,261 | 344,314 | 69,20,593 | 185,239 | 29,78,054 | |

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over each

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | I. Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes. | | II. Coal and coke carried for the Public and foreign railways. | | 1. Raw. | |
|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward ... | 27,411 | 5,45,108 | 17,133,790 | 4,96,47,049 | 1,511,637 | 2,15,39,859 |
| | | **2' 6" gauge.** | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | Baraset-Basirhat Light ... | ... | ... | ... | ... | ... | ... |
| 30 | ... | Barsi Light ... ... | 37 | 307 | 7,436 | 24,177 | 18,896 | 1,00,724 |
| 31 | ... | Bowringpet-Kolar ... | 1 | 1 | 1 | 1 | ... | ... |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | ... | ... | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light... | ... | ... | 454 | 340 | 29 | 102 |
| 36 | ... | Cutch ... ... | ... | ... | 909 | 2,356 | 3,594 | 6,946 |
| 37 | ... | Dehri-Rohtas Light ... | ... | ... | 9,901 | 15,126 | ... | ... |
| 38 | ... | Dholpur-Bari ... ... | 3 | 12 | 126 | 85 | 432 | 1,407 |
| 40 | ... | Godhra-Lunavada ... | ... | ... | ... | ... | ... | 1 |
| 41 | ... | Jessore-Jhenidah Light ... | ... | ... | 754 | 1,519 | ... | ... |
| 42 | ... | Madaya Light ... ... | ... | ... | ... | ... | ... | Information |
| 1 | (d) | Mourbhanj ... ... | 1 | 3 | 241 | 390 | 8 | 18 |
| 43 | ... | Nadiad-Kapadvanj ... | 2 | 10 | 104 | 78 | 368 | 1,644 |
| 1 | (f) | Parlakhmedi Light ... | ... | ... | 223 | 70 | ... | 1 |
| 24 | (c) | Powayan Light ... | ... | ... | ... | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | 26 | 110 | 1,115 | 1,817 | 78 | 437 |
| 45 | ... | Tarkessur-Magra Light ... | 1 | 5 | 334 | 362 | ... | ... |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | 9,401 | 24,770 | 30 | 111 |
| | | **2' 0" gauge.** | | | | | | |
| 47 | ... | Darjeeling-Himalayan ... | 189 | 5,653 | 3,620 | 29,484 | 5 | 133 |
| 48 | ... | Gwalior Light ... | ... | ... | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... |
| 51 | ... | Jagadhri Light ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... |
| | | Total ... | 27,671 | 5,51,209 | 17,168,409 | 4,97,47,615 | 1,535,077 | 2,16,51,378 |

## DIX 11—*contd.*

### *earnings therefrom during the financial year 1913-14.*

railway in India and is therefore not the same as the total production and imports.]

III.

COTTON—*continued on following page.*

| 2. Manufactured. | | | | | | | | Number. |
|---|---|---|---|---|---|---|---|---|
| (a) Twist and yarn, European. | | (b) Twist and yarn, Indian. | | (c) Piece-goods, European. | | (d) Piece-goods, Indian. | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 52,082 | 7,19,253 | 167,794 | 21,87,281 | 3,41,314 | 69,20,593 | 185,239 | 29,78,054 | |
| ... | ... | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| 81 | 380 | 305 | 1,551 | 410 | 2,749 | 441 | 2,425 | 30 |
| ... | ... | 7 | 10 | 7 | 10 | 4 | 9 | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | 32 |
| ... | ... | 1 | 2 | 17 | 51 | 49 | 191 | 35 |
| 78 | 254 | ... | ... | 206 | 694 | ... | ... | 36 |
| ... | ... | ... | ... | ... | ... | ... | ... | 37 |
| ... | ... | 30 | 93 | 25 | 86 | 17 | 69 | 38 |
| ... | ... | 5 | 18 | 11 | 40 | 20 | 79 | 40 |
| ... | ... | ... | ... | 69 | 221 | ... | ... | 41 |
| not furnished. | ... | ... | ... | ... | ... | ... | ... | 42 |
| 1 | 2 | 52 | 130 | 88 | 254 | ... | ... | 1 |
| ... | ... | 66 | 221 | 33 | 123 | 104 | 410 | 43 |
| 2 | 3 | 221 | 290 | 34 | 39 | 33 | 47 | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | 24 |
| 1 | 4 | 20 | 84 | 253 | 4,790 | 115 | 497 | 44 |
| 4 | 7 | ... | ... | 24 | 40 | ... | ... | 45 |
| ... | ... | ... | ... | ... | ... | ... | ... | 46 |
| 1 | 32 | 112 | 3,327 | 442 | 12,507 | 188 | 4,155 | 47 |
| ... | ... | ... | ... | ... | ... | ... | ... | 48 |
| ... | ... | ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | 50 |
| ... | ... | ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | ... | ... | ... | 52 |
| 52,250 | 7,20,147 | 168,613 | 21,93,007 | 346,633 | 69,42,197 | 186,163 | 29,85,936 | |

## APPEN

### *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over each

| Classification No. of Railway (Detailed in "Index" to Appendix 1) | | Railway system. | III—*concld.* | | | | IV. | |
|---|---|---|---|---|---|---|---|---|
| | | | COTTON—*concld.* | | Total. | | Chemicals, excepting saltpetre. | |
| | | | 2. Manufactured—*concld.* | | | | | |
| | | | (*e*) Others. | | | | | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| | | **5′ 6″ gauge.** | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| 1 | (*a*) to (*c*), (*e*), (*g*) & (*h*) | Bengal-Nagpur ... ... | 526 | 9,832 | 79 049 | 10,67,281 | 3,585 | 43,959 |
| 2 | (*a*) to (*e*) & (*m*) to (*o*) | Bombay, Baroda and Central India. | 1,409 | 33,297 | 328,244 | 58,13,639 | 3,107 | 54,517 |
| 3 | (*a*) to (*d*) | Eastern Bengal ... ... | ... | ... | 46,254 | 4,76,827 | 5,471 | 49,777 |
| 4 | ... | East Indian ... ... | 2,960 | 31,152 | 158,608 | 23,38,438 | 12,130 | 1,54,054 |
| 5 | (*a*) to (*k*) | Great Indian Peninsula ... | 2,107 | 50,171 | 579,009 | 1,23,74,984 | 3,097 | 62,750 |
| 6 | (*a*) to (*i*) | Madras and Southern Mahratta | 1,946 | 24,738 | 124,268 | 23,78,175 | 3,676 | 39,966 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | 123 | 1,538 | 28,368 | 2,61,160 | 416 | 4,461 |
| 8 | (*a*) to (*o*) | North Western ... ... | 2,496 | 52,067 | 254,574 | 43,95,494 | 7,736 | 1,19,085 |
| 9 | (*a*) to (*e*) | Oudh and Rohilkhand ... | 1,012 | 12,466 | 45,462 | 3,36,573 | 2,377 | 17,447 |
| 10 | (*a*) to (*k*) | South Indian ... ... | 1,178 | 13,584 | 98,432 | 8,79,605 | 2,914 | 37,151 |
| | | **3′ 3½″ gauge.** | | | | | | |
| 11 | ... | Assam-Bengal ... ... | 664 | 4,228 | 9,368 | 75,071 | 892 | 8,114 |
| 12 | ... | Bengal and North-Western ... | 1,045 | 13,293 | 39,264 | 4,27,380 | 24,142 | 1,14,450 |
| 13 | ... | Bengal Dooars ... ... | ... | ... | 832 | 7,683 | 1,000 | 14,336 |
| 14 | ... | Bhavnagar ... ... | ... | 1 | 32,638 | 1,54,099 | 54 | 358 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 754 | 10,133 | 197,298 | 20,99,190 | 507 | 5,593 |
| 15 | ... | Burma ... ... | 131 | 2,905 | 29,251 | 3,81,893 | 104 | 2,812 |
| 16 | ... | Dibru-Sadiya ... ... | 217 | 1,836 | 217 | 1,836 | ... | ... |
| 17 | ... | Gondal-Porbandar ... | 916 | 3,827 | 17,839 | 73,988 | 30 | 157 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | 54 | 734 | 53,938 | 6,49,685 | 67 | 648 |
| 18 | ... | Jamnagar ... ... | 16 | 35 | 490 | 1,396 | 4 | 21 |
| 19 | ... | Jodhpur-Bikaner ... | 166 | 1,607 | 51,281 | 2,04,703 | 724 | 5,490 |
| 20 | ... | Junagad ... ... | ... | ... | 13,469 | 46,253 | 2 | 15 |
| 21 | ... | Morvi ... ... | 15 | 91 | 7,881 | 44,432 | 29 | 213 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 102 | 642 | 7,356 | 45,096 | 1,010 | 7,427 |
| 25 | ... | Udaipur-Chitorgarh ... | 6 | 54 | 5,524 | 28,670 | 4 | 38 |
| | | Carried over .... | 17,943 | 3,23,501 | 2,278,909 | 3,46,18,521 | 73,078 | 7,42,869 |

## DIX 11—*contd.*

### *earnings therefrom during the financial year 1913-14.*

railway in India and is therefore not the same as the total production and imports.]

| V. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| DRUGS. | | | | | | | | NUMBER. |
| 1. INTOXICATING OTHER THAN OPIUM. | | 2. NON-INTOXICATING. | | | | TOTAL. | | |
| | | (*a*) Medicinal preparations. | | (*b*) Others. | | | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 46 | 1,611 | ... | ... | 1,033 | 16,968 | 1,079 | 18,579 | 1 |
| 8 | 267 | 401 | 12,770 | 1,433 | 31,716 | 1,842 | 44,753 | 2 |
| ... | 2 | 647 | 11,450 | 497 | 8,459 | 1,144 | 19,911 | 3 |
| 78 | 1,463 | 1,058 | 38,043 | 2,734 | 55,177 | 3,865 | 94,683 | 4 |
| 110 | 3,780 | 596 | 18,121 | 3,438 | 60,468 | 4,144 | 82,369 | 5 |
| 60 | 673 | 870 | 19,733 | 5,271 | 60,876 | 6,201 | 81,282 | 6 |
| 16 | 121 | 104 | 1,646 | 923 | 6,665 | 1,043 | 8,432 | 7 |
| 323 | 5,775 | 1,436 | 43,573 | 6,719 | 1,07,558 | 8,478 | 1,56,906 | 8 |
| 55 | 1,565 | 294 | 4,897 | 522 | 5,264 | 871 | 11,726 | 9 |
| 68 | 301 | 500 | 14,994 | 4,562 | 42,469 | 5,130 | 57,764 | 10 |
| ... | ... | 166 | 2,882 | 5 | 66 | 171 | 2,948 | 11 |
| 87 | 1,227 | 149 | 2,360 | 2,028 | 21,777 | 2,264 | 25,364 | 12 |
| ... | ... | 41 | 601 | ... | ... | 41 | 601 | 13 |
| ... | ... | 31 | 221 | 53 | 290 | 84 | 511 | 14 |
| 22 | 283 | 157 | 2,034 | 1,221 | 21,340 | 1,400 | 23,657 | 2 |
| 8 | 170 | 454 | 10,230 | 474 | 6,287 | 936 | 16,687 | 15 |
| ... | ... | ... | ... | 150 | 1,552 | 150 | 1,552 | 16 |
| 21 | 98 | 36 | 295 | 62 | 89 | 119 | 392 | 17 |
| ... | 1 | 18 | 208 | 40 | 576 | 58 | 785 | 7 |
| ... | ... | 22 | 138 | 35 | 83 | 57 | 221 | 18 |
| 17 | 327 | 42 | 556 | 854 | 7,077 | 913 | 7,960 | 19 |
| ... | ... | 33 | 193 | 84 | 366 | 117 | 559 | 20 |
| ... | ... | 44 | 272 | ... | ... | 44 | 272 | 21 |
| 20 | 292 | 39 | 350 | 797 | 6,451 | 856 | 7,093 | 24 |
| ... | ... | 3 | 27 | 13 | 133 | 16 | 160 | 25 |
| 934 | 17,956 | 7,141 | 185,504 | 32,918 | 4,61,707 | 41,023 | 6,65,167 | |

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over each

| Classification No. of Railway (Detailed in "Index" to Appendix 1.) | | Railway system. | III—*concld.* | | | | IV. | |
|---|---|---|---|---|---|---|---|---|
| | | | *Cotton—concld.* 2. Manufactured—*concld.* (*e*) Others. | | Total. | | Chemicals, excepting saltpetre. | |
| Main head. | Sub-head. | | Quantity. | Earnings | Quantity. | Earnings. | Quantity. | Earnings. |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward ... | 17,843 | 3,23,501 | 22,78,909 | 3,46,18,521 | 73,078 | 7,42,869 |
| | | **2′ 6″ gauge.** | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | Baraset-Basirhat Light ... | ... | ... | ... | ... | ... | ... |
| 30 | ... | Barsi Light ... ... | 199 | 1,694 | 20,332 | 1,09,523 | 68 | 319 |
| 31 | ... | Bowringpet-Kolar ... | ... | ... | 18 | 29 | ... | ... |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | ... | ... | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light | ... | ... | 96 | 346 | 2 | 11 |
| 36 | ... | Cutch ... ... | ... | ... | 3,878 | 7,834 | ... | ... |
| 37 | ... | Dehri-Rohtas Light ... | ... | ... | ... | ... | ... | ... |
| 38 | ... | Dholpur-Pari ... ... | ... | ... | 504 | 1,655 | ... | ... |
| 40 | ... | Godhra-Lunavada ... | 1 | 4 | 37 | 162 | ... | 2 |
| 41 | ... | Jessore-Jhenidah Light ... | ... | ... | 69 | 221 | ... | ... |
| 42 | ... | Madaya Light ... ... | ... | ... | ... | ... | ... | Information |
| 1 | (*d*) | Mourbhanj ... ... | 3 | 9 | 152 | 408 | 10 | 30 |
| 43 | ... | Nadiad-Kapadvanj ... | 4 | 23 | 575 | 2,421 | 9 | 24 |
| 1 | (*f*) | Parlakimedi Light ... | ... | ... | 293 | 380 | 8 | 23 |
| 24 | (*c*) | Powayan Light... ... | ... | ... | ... | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | 8 | 23 | 1,175 | 5,835 | 21 | 76 |
| 45 | ... | Tarkeswar-Magra Light ... | ... | ... | 28 | 47 | 3 | 4 |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | 30 | 111 | ... | ... |
| | | **2′ 0″ gauge.** | | | | | | |
| 47 | ... | Darjeeling-Himalayan ... | 31 | 804 | 729 | 20,958 | 26 | 614 |
| 48 | ... | Gwalior Light ... | ... | ... | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... |
| 51 | ... | Jagadhri Light ... ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... |
| | | Total ... | 18,089 | 3,26,058 | 2,306,825 | 7,68,571 | 73,225 | 7,43,972 |

## DIX 11—*contd.*

### *earnings therefrom during the financial year 1913-14.*

railway in India and is therefore not the same as the total production and imports.]

| V. | | | | | | | | Number. |
|---|---|---|---|---|---|---|---|---|
| DRUGS. | | | | | | Total. | | |
| 1. Intoxicating other than opium.* | | 2. Non-intoxicating. | | | | | | |
| | | (a) Medicinal preparations. | | (b) Others. | | | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 934 | 17,956 | 7,141 | 1,85,504 | 32,948 | 4,61,707 | 41,023 | 6,65,167 | |
| ... | ... | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| ... | 1 | 14 | 78 | 50 | 247 | 64 | 326 | 30 |
| ... | ... | ... | ... | ... | ... | ... | ... | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | 32 |
| ... | ... | 1 | 6 | ... | ... | 1 | 6 | 35 |
| ... | 1 | ... | ... | 3 | 10 | 3 | 11 | 36 |
| ... | ... | ... | ... | ... | ... | ... | ... | 37 |
| ... | ... | ... | 1 | 3 | 7 | 3 | 8 | 38 |
| ... | ... | 1 | 4 | 3 | 7 | 4 | 11 | 40 |
| ... | ... | ... | ... | ... | ... | ... | ... | 41 |
| not furnished. | ... | ... | ... | ... | ... | ... | ... | 42 |
| ... | ... | ... | ... | 18 | 54 | 18 | 54 | 1 |
| ... | ... | ... | 1 | 4 | 22 | 4 | 23 | 43 |
| ... | ... | ... | ... | 11 | 17 | 11 | 17 | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | 24 |
| ... | ... | 2 | 15 | 8 | 26 | 10 | 41 | 44 |
| ... | ... | 1 | 5 | ... | ... | 1 | 5 | 45 |
| ... | ... | ... | ... | 21 | 86 | 21 | 86 | 46 |
| ... | ... | 100 | 1,842 | 27 | 821 | 127 | 2,663 | 47 |
| ... | ... | ... | ... | ... | ... | ... | ... | 48 |
| ... | ... | ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | 50 |
| ... | ... | ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | ... | ... | ... | 52 |
| 934 | 17,956 | 7,260 | 1,87,456 | 33,096 | 4,62,004 | 41,290 | 6,68,418 | |

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over each

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | VI—Dyes | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | (1) Alizarine and aniline dyes. | | (2) Catch. | | (3) Indigo. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 |
| | | **5′ 6″ gauge.** | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| 1 | (*a*) to (*c*), (*e*), (*g*) & (*h*) | Bengal-Nagpur ... ... | 77 | 1,023 | 985 | 10,980 | 28 | 708 |
| 2 | (*a*) to (*e*) & (*m*) to (*o*) | Bombay, Baroda and Central India. | 2,637 | 65,982 | 364 | 5,041 | 30 | 600 |
| 3 | (*a*) to (*d*) | Eastern Bengal ... ... | ... | ... | 717 | 6,973 | 16 | 160 |
| 4 | ... | East Indian ... ... | 767 | 13,818 | 1,985 | 26,194 | 409 | 11,532 |
| 5 | (*a*) to (*h*) | Great Indian Peninsula ... | 3,768 | 77,345 | 1,541 | 33,779 | 137 | 2,305 |
| 6 | (*a*) to (*l*) | Madras and Southern Mahratta | 1,093 | 14,830 | 253 | 2,493 | 674 | 9,132 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | 522 | 5,674 | 89 | 646 | 22 | 279 |
| 8 | (*a*) to (*o*) | North Western ... | 1,110 | 24,519 | 118 | 1,188 | 589 | 10,680 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 338 | 2,767 | 441 | 3,147 | 62 | 708 |
| 10 | (*a*) to (*k*) | South Indian ... ... | 647 | 6,422 | 151 | 1,286 | 136 | 1,124 |
| | | **3′ 3½″ gauge.** | | | | | | |
| 11 | ... | Assam-Bengal ... ... | ... | ... | 25 | 104 | ... | ... |
| 12 | ... | Bengal and North-Western ... | 381 | 3,685 | 2,483 | 26,211 | 372 | 3,192 |
| 13 | ... | Bengal Doors ... ... | ... | ... | ... | 4 | ... | ... |
| 14 | ... | Bhavnagar ... ... | 98 | 453 | 3 | 11 | ... | 5 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 1,170 | 21,730 | 381 | 4,378 | 62 | 1,063 |
| 15 | ... | Burma ... ... | ... | 2 | 1,904 | 24,843 | ... | 2 |
| 16 | ... | Dibru-Sadiya ... ... | ... | ... | ... | ... | ... | ... |
| 17 | ... | Gondal-Porbandar ... | 34 | 112 | 2 | 4 | ... | 1 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | 61 | 837 | 113 | 1,455 | 11 | 141 |
| 18 | ... | Jamnagar ... ... | 11 | 41 | ... | ... | ... | ... |
| 19 | ... | Jodhpur-Bikaner ... | 111 | 841 | 22 | 179 | 42 | 339 |
| 20 | ... | Junagad ... ... | 17 | 82 | 10 | 38 | ... | 1 |
| 21 | ... | Morvi ... ... | 6 | 24 | 3 | 10 | ... | ... |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 59 | 337 | 711 | 4,333 | 13 | 50 |
| 25 | ... | Udaipur-Chitorgarh ... | 17 | 131 | ... | 1 | ... | 4 |
| | | Carried over ... | 12,924 | 2,40,655 | 12,301 | 153,298 | 2,693 | 42,027 |

## DIX 11—*contd.*

*earnings therefrom during the financial year 1913-14.*

railway in India and is therefore not the same as the total production and imports.]

*continued on following page.*

AND TANS.

| (4) Myrabolams. | | (5) Tanning barks. | | (6) Turmeric. | | (7) Others. | | Main head. |
|---|---|---|---|---|---|---|---|---|
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 40,601 | 3,78,833 | 1,453 | 4,947 | 9,050 | 74,079 | 1,528 | 17,302 | 1 |
| 247 | 1,771 | 1,483 | 11,480 | 3,202 | 63,066 | 1,690 | 33,520 | 2 |
| ... | ... | ... | ... | 4,715 | 31,696 | 396 | 4,692 | 3 |
| 7,179 | 42,422 | 3,219 | 6,710 | 6,031 | 87,276 | 4,651 | 41,828 | 4 |
| 25,523 | 1,96,508 | 11,922 | 51,811 | 18,324 | 3,19,415 | 2,864 | 32,602 | 5 |
| 8,862 | 44,052 | 35,392 | 2,10,273 | 29,600 | 1,99,627 | 1,308 | 15,088 | 6 |
| 320 | 2,513 | 3,102 | 34,237 | 2,915 | 27,692 | 574 | 3,763 | 7 |
| 466 | 4,468 | 4,500 | 17,435 | 7,838 | 1,14,373 | 3,578 | 76,922 | 8 |
| 93 | 531 | 1,902 | 6,040 | 3,869 | 37,061 | 760 | 7,991 | 9 |
| 1,776 | 8,804 | 8,447 | 37,865 | 7,111 | 51,137 | 1,408 | 17,223 | 10 |
| ... | 1 | 78 | 358 | 197 | 2,177 | 15 | 161 | 11 |
| 253 | 2,094 | 78 | 189 | 7,394 | 69,190 | 794 | 5,795 | 12 |
| ... | ... | ... | ... | 40 | 247 | 46 | 463 | 13 |
| 73 | 246 | 88 | 396 | 148 | 655 | 251 | 1,063 | 14 |
| 401 | 4,031 | 2,239 | 11,743 | 3,297 | 33,360 | 1,758 | 18,171 | 2 |
| 302 | 1,387 | 787 | 8,403 | 2,162 | 17,201 | 399 | 4,527 | 15 |
| ... | ... | ... | ... | ... | ... | ... | ... | 16 |
| 100 | 291 | 4 | 10 | 135 | 466 | 85 | 283 | 17 |
| 74 | 500 | 1,185 | 2,538 | 485 | 5,878 | 95 | 1,421 | 7 |
| 5 | 9 | ... | ... | 31 | 40 | 96 | 299 | 18 |
| 49 | 244 | 1,842 | 10,195 | 492 | 3,422 | 4,005 | 14,304 | 19 |
| 7 | 22 | ... | ... | 98 | 357 | 108 | 434 | 20 |
| 13 | 45 | 20 | 60 | 16 | 62 | ... | 1 | 21 |
| 30 | 131 | 16 | 40 | 1,088 | 7,025 | 149 | 697 | 24 |
| 2 | 11 | 2 | 15 | 63 | 342 | 36 | 245 | 25 |
| 86,376 | 6,88,104 | 82,819 | 4,14,855 | 108,271 | 11,45,848 | 31,594 | 2,93,815 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over each railway in India

VI—

Dyes

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | (1) Alizarine and aniline dyes. | | (2) Cutch. | | (3) Indigo. | |
|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward ... | 12,924 | 2,40,655 | 12,301 | 153,298 | 2,693 | 42,027 |
| | | **2' 6" gauge.** | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | Baraset-Basirhat Light ... | ... | ... | ... | ... | ... | ... |
| 30 | ... | Barsi Light ... ... | 20 | 104 | 74 | 258 | 1 | 4 |
| 31 | ... | Bowringpet-Kolar ... | ... | ... | ... | ... | ... | ... |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | ... | ... | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light... | ... | ... | ... | ... | ... | ... |
| 36 | ... | Cutch ... ... | ... | ... | ... | ... | ... | ... |
| 37 | ... | Dehri-Rohtas Light ... | ... | ... | ... | ... | ... | ... |
| 38 | ... | Dholpur-Bari ... ... | 2 | 7 | ... | ... | ... | ... |
| 40 | ... | Godhra-Lunavada ... | ... | 1 | ... | ... | ... | ... |
| 41 | ... | Jessore-Jhenidah Light ... | ... | ... | ... | ... | ... | ... |
| 42 | ... | Midaya Light ... ... | ... | ... | ... | ... | ... | Information |
| 1 | (d) | Mourbhanj ... ... | ... | ... | 1 | 4 | ... | ... |
| 43 | ... | Nadiad-Kapadvanj ... | 2 | 7 | ... | 1 | ... | ... |
| 1 | (f) | Parlakimedi Light ... | ... | 1 | ... | ... | ... | ... |
| 24 | (c) | Powayan Light ... ... | ... | ... | ... | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | 1 | 4 | 2 | 8 | ... | ... |
| 45 | ... | Tarkeswar-Magra Light ... | ... | ... | 1 | 2 | ... | ... |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | ... | ... | ... | ... |
| | | **2' 0" gauge.** | | | | | | |
| 47 | ... | Darjeeling-Himalayan ... | ... | ... | 4 | 100 | ... | ... |
| 48 | ... | Gwalior Light ... ... | ... | ... | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... |
| 51 | ... | Jagadhri Light ... ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... |
| | | TOTAL ... | 12,949 | 2,40,779 | 12,383 | 1,53,671 | 2,694 | 42,031 |

## DIX 11—*contd.*

### *earnings therefrom during the financial year 1913-14.*

and is therefore not the same as the total production and imports.]

*continued on following page.*

AND TANS.

| (4) Myrabolams. | | (5) Tanning barks. | | (6) Turmeric. | | (7) Others. | | NUMBER. Main head. |
|---|---|---|---|---|---|---|---|---|
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Rs. | Rs. | |
| 86,376 | 6,88,104 | 82,8:9 | 4,14,855 | 108,271 | 11,45,848 | 31,594 | 2,98,815 | |
| ... | ... | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| 43 | 191 | 303 | 912 | 222 | 712 | 161 | 701 | 30 |
| 4 | 5 | ... | ... | ... | ... | ... | ... | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | 32 |
| ... | ... | ... | 1 | 3 | 17 | ... | 1 | 35 |
| 3 | 21 | ... | ... | 1 | 4 | 21 | 54 | 36 |
| ... | ... | ... | ... | ... | ... | ... | ... | 37 |
| 1 | 5 | 1 | 1 | 6 | 20 | 1 | 3 | 38 |
| ... | ... | ... | ... | 3 | 14 | 1 | 2 | 40 |
| ... | ... | ... | ... | ... | ... | ... | ... | 41 |
| not furnished | ... | ... | ... | ... | ... | ... | ... | 42 |
| 485 | 905 | 4 | 13 | 7 | 18 | 4 | 14 | 1 |
| 1 | 2 | 10 | 35 | 15 | 60 | 19 | 74 | 43 |
| 53 | 53 | 31 | 27 | 59 | 60 | 4 | 5 | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | 24 |
| 1 | 2 | 40 | 114 | 157 | 678 | 3 | 10 | 44 |
| ... | ... | ... | ... | 4 | 8 | 1 | 2 | 45 |
| ... | ... | ... | ... | ... | ... | ... | ... | 46 |
| ... | ... | ... | ... | 11 | 264 | 24 | 522 | 47 |
| ... | ... | ... | ... | ... | ... | ... | ... | 48 |
| ... | ... | ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | 50 |
| ... | ... | ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | ... | ... | ... | 52 |
| 86,972 | 6,89,291 | 83,208 | 4,15,958 | 108,759 | 11,74,703 | 31,883 | 3,00,303 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over each railway in India

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | VI—*concld.* | | VII. | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Dyes and tans—*concld.* | | Fodder. | | | |
| | | | Total. | | (1) Oil-cake. | | (2) Hay, straw and grass. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 |
| | | **5′ 6″ gauge.** | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| 1 | (*a*) to (*c*), (*e*) (*g*) & (*h*). | Bengal-Nagpur ... ... | 53,722 | 4,87,872 | 11,752 | 59,647 | 18,441 | 54,737 |
| 2 | (*a*), to (*e*) & (*m*) to (*o*). | Bombay, Baroda and Central India. | 9,653 | 1,81,460 | 10,336 | 61,948 | 78,886 | 5,61,825 |
| 3 | (*a*) to (*d*) | Eastern Bengal ... ... | 5,844 | 43,521 | 19,205 | 63,142 | 23,255 | 53,231 |
| 4 | ... | East Indian ... ... | 24,301 | 2,29,780 | 56,499 | 2,99,838 | 90,253 | 3,98,405 |
| 5 | (*a*) to (*h*) | Great Indian Peninsula ... | 64,079 | 7,13,765 | 20,524 | 1,49,807 | 92,358 | 6,19,690 |
| 6 | (*a*) to (*l*) | Madras and Southern Mahratta | 77,182 | 4,05,495 | 13,474 | 64,841 | 12,984 | 59,952 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | 12,544 | 74,864 | 3,609 | 23,175 | 1,310 | 3,085 |
| 8 | (*a*) to (*g*) | North Western ... | 23,199 | 2,49,635 | 30,390 | 93,067 | 125,421 | 4,77,110 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 7,465 | 58,245 | 9,268 | 36,993 | 32,984 | 1,49,022 |
| 10 | (*a*) to (*k*) | South Indian ... ... | 19,676 | 1,23,861 | 24,361 | 1,37,705 | 1,001 | 2,596 |
| | | **3′ 3½″ gauge.** | | | | | | |
| 11 | ... | Assam-Bengal ... ... | 315 | 2,801 | 6,392 | 20,839 | 461 | 963 |
| 12 | ... | Bengal and North-Western ... | 11,755 | 1,10,346 | 13,167 | 36,020 | 10,217 | 48,424 |
| 13 | ... | Bengal Dooars ... ... | 86 | 714 | 1,404 | 12,547 | 263 | 1,459 |
| 14 | ... | Bhavnagar ... ... | 661 | 2,849 | 1,173 | 3,831 | 89 | 5 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 9,368 | 94,476 | 6,053 | 37,102 | 45,979 | 3,61,077 |
| 15 | ... | Burma ... ... | 5,554 | 55,566 | 5,327 | 38,024 | 839 | 4,458 |
| 16 | ... | Dibru-Sadiya ... ... | ... | ... | ... | ... | ... | ... |
| 17 | ... | Gondal-Porbandar ... | 360 | 1,167 | 524 | 1,862 | 948 | 2,045 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | 2,024 | 12,770 | 1,024 | 4,564 | 1,956 | 10,349 |
| 18 | ... | Jamnagar ... ... | 143 | 389 | 16 | 45 | 4 | 4 |
| 19 | ... | Jodhpur-Bikaner ... | 6,563 | 29,524 | 360 | 1,345 | 13,767 | 38,483 |
| 20 | ... | Junagad ... ... | 240 | 934 | 89 | 251 | 1,237 | 2,312 |
| 21 | ... | Morvi ... ... | 58 | 202 | 9 | 26 | 573 | 1,976 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 2,066 | 12,617 | 475 | 2,219 | 25,055 | 69,945 |
| 25 | ... | Udaipur-Chitorgarh ... | 120 | 749 | 3 | 13 | 162 | 381 |
| | | Carried over ... | 336,978 | 29,83,602 | 235,494 | 11,49,751 | 576,463 | 29,21,534 |

## DIX 11—*contd.*

*earnings therefrom during the financial year 1913-14.*

and is therefore not the same as the total production and imports.]

| | | | | VIII. | | IX—(*continued on following page*). | | Number. |
|---|---|---|---|---|---|---|---|---|
| | | | | | | Grain and pulse. | | |
| (3) Bran. | | Total. | | Fruits and vegetables, fresh. | | (1). Gram and pulse. | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 5,066 | 34,215 | 35,259 | 1,48,599 | 15,568 | 1,26,559 | 112,415 | 7,85,465 | 1 |
| 9,570 | 76,285 | 98,792 | 7,00,058 | 37,287 | 2,04,826 | 84,568 | 6,32,606 | 2 |
| 1,131 | 4,750 | 43,641 | 1,21,123 | 38,419 | 1,61,773 | 104,771 | 3,57,748 | 3 |
| 9,644 | 36,804 | 156,396 | 7,35,047 | 15,436 | 1,34,308 | 291,726 | 18,97,905 | 4 |
| 39,498 | 2,55,328 | 152,440 | 10,24,825 | 44,780 | 3,55,631 | 328,400 | 32,76,487 | 5 |
| 12,749 | 56,131 | 39,207 | 1,80,924 | 93,487 | 6,12,754 | 232,993 | 15,21,525 | 6 |
| 2,871 | 12,542 | 7,790 | 38,802 | 1,964 | 13,152 | 21,759 | 1,13,391 | 7 |
| 32,654 | 1,26,335 | 188,465 | 6,97,412 | 64,839 | 4,33,225 | 466,204 | 29,80,924 | 8 |
| ... | ... | 42,252 | 1,86,015 | 18,955 | 83,505 | 170,657 | 7,38,787 | 9 |
| 3,573 | 18,942 | 28,935 | 1,59,243 | 79,109 | 4,87,944 | 139,293 | 6,31,688 | 10 |
| 1,272 | 7,425 | 8,145 | 29,227 | 5,206 | 33,312 | 14,079 | 83,885 | 11 |
| 4,069 | 21,479 | 27,453 | 96,923 | 99,668 | 2,56,759 | 121,900 | 5,44,360 | 12 |
| 99 | 628 | 1,766 | 14,634 | 43 | 419 | 5,570 | 16,995 | 13 |
| 185 | 640 | 1,447 | 4,476 | 2,348 | 8,617 | 3,925 | 12,759 | 14 |
| 1,065 | 63,921 | 62,097 | 4,62,100 | 28,637 | 1,72,555 | 163,651 | 12,09,188 | 2 |
| 32,755 | 55,370 | 38,921 | 97,852 | 60,396 | 4,73,403 | 38,413 | 3,25,807 | 15 |
| ... | ... | ... | ... | ... | ... | 3,252 | 19,246 | 16 |
| 25 | 74 | 1,497 | 3,981 | 3,638 | 10,460 | 4,257 | 12,569 | 17 |
| 1,893 | 10,207 | 4,870 | 25,120 | 512 | 4,213 | 13,018 | 86,584 | 7 |
| 186 | 470 | 206 | 519 | 795 | 2,606 | 2,605 | 4,237 | 18 |
| 1,424 | 3,128 | 15,551 | 42,956 | 4,971 | 21,894 | 67,530 | 2,08,199 | 19 |
| 181 | 601 | 1,507 | 3,164 | 1,737 | 5,723 | 2,586 | 6,513 | 20 |
| 151 | 571 | 733 | 2,573 | 1,657 | 6,958 | 4,308 | 15,165 | 21 |
| 472 | 1,699 | 26,002 | 73,863 | 5,424 | 37,842 | 26,800 | 74,064 | 24 |
| 12 | 77 | 177 | 471 | 109 | 443 | 1,248 | 5,567 | 25 |
| 160,592 | 7,87,622 | 974,549 | 43,58,907 | 625,285 | 36,48,881 | 2,425,868 | 1,56,24,664 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over each railway in India.

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | VI—*concld.* | | VII. | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Dyes and tans—*concld.* | | Fodder. | | | |
| | | | Total. | | (1) Oil-cake. | | (2) Hay, straw and grass. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward ... | 336,978 | 29,83,602 | 235,494 | 11,49,751 | 578,463 | 29,21,534 |
| | | **2′ 6″ gauge.** | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | Baraset-Basirhat Light ... | ... | ... | ... | ... | ... | ... |
| 30 | ... | Barsi Light ... ... | 824 | 2,882 | 141 | 482 | 2,549 | 10,247 |
| 31 | ... | Bowringpet-Kolar ... | 4 | 5 | 7 | 7 | ... | ... |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | ... | ... | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light | 3 | 19 | 50 | 9 | 4 | 15 |
| 36 | ... | Cutch ... ... | 30 | 79 | 4 | 2 | ... | ... |
| 37 | ... | Debri-Rohtas Light ... | ... | ... | ... | ... | ... | ... |
| 38 | ... | Dholpur-Bari ... ... | 11 | 36 | 61 | 136 | 2:2 | 643 |
| 40 | ... | Godhra-Lunavada ... | 4 | 17 | ... | 1 | ... | ... |
| 41 | ... | Jessore-Jhenidah Light ... | ... | ... | 13 | 23 | .. | ... |
| 42 | ... | Madaya Light ... ... | ... | ... | ... | ... | ... | Information |
| 1 | (*d*) | Mourbhanj ... ... | 501 | 954 | 18 | 36 | 19 | 54 |
| 43 | ... | Nadiad-Kapadvanj ... | 47 | 179 | 286 | 474 | ... | ... |
| 1 | (*f*) | Parlakimedi Light ... | 147 | 149 | 35 | 31 | 21 | 23 |
| 24 | (*c*) | Powayan Light ... ... | ... | ... | ... | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | 204 | 816 | 2,924 | 6,484 | 7 | 18 |
| 45 | .. | Tarkessur-Magra Light ... | 6 | 12 | 1,507 | 1,857 | 33 | 42 |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | 707 | 3,096 | ... | 1,001 |
| | | **2′ 0″ gauge.** | | | | | | |
| 47 | ... | Darjeeling-Himalayan ... | 39 | 886 | 127 | 1,112 | 12 | 178 |
| 48 | ... | Gwalior Light ... ... | ... | ... | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... |
| 51 | ... | Jagadhri Light ... ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... |
| | | Total ... | 338,798 | 29,89,636 | 241,369 | 11,63,451 | 581,390 | 29,33,755 |

## DIX, 11—*contd.*

### *earnings therefrom during the financial year 1913-14.*

and is therefore not the same as the total production and imports.]

| (3) Bran. | | Total. | | VIII. Fruits and vegetables, fresh. | | IX—(*continued on following page*). Grain and pulse. (1) Gram and pulse. | | Number. Main head. |
|---|---|---|---|---|---|---|---|---|
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 160,592 | 7,87,622 | 974,549 | 48,58,907 | 625,285 | 36,48,881 | 2,425,868 | 1,56,24,664 | |
| ... | ... | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| ... | ... | 2,690 | 10,679 | 124 | 358 | 6,353 | 29,065 | 30 |
| ... | ... | 7 | 7 | ... | ... | 273 | 252 | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | 32 |
| 1 | 1 | 55 | 25 | 4 | 13 | 105 | 141 | 35 |
| 5 | 24 | 9 | 16 | 48 | 107 | 488 | 1,260 | 36 |
| ... | ... | ... | ... | ... | ... | 38 | 55 | 37 |
| ... | ... | 343 | 779 | 53 | 138 | 974 | 2,230 | 38 |
| 3 | 7 | 3 | 8 | ... | ... | 5 | 15 | 40 |
| ... | ... | 13 | 23 | ... | ... | 321 | 949 | 41 |
| not furnished | ... | ... | ... | ... | ... | ... | ... | 42 |
| 11 | 33 | 43 | 123 | 76 | 219 | 816 | 792 | 1 |
| 1 | 2 | 287 | 476 | 129 | 352 | 1,250 | 2,783 | 43 |
| 4 | | 60 | 58 | 45 | 43 | 2,456 | 2,235 | 1 |
| ... | ... | ... | ... | ... | ... | 852 | 1,053 | 24 |
| 2 | 7 | 2,933 | 6,509 | 293 | 1,506 | 6,977 | 15,031 | 44 |
| 9 | 10 | 1,549 | 1,909 | 2,533 | 2,599 | 46 | 66 | 45 |
| ... | ... | 707 | 4,097 | ... | ... | 40 | 1,162 | 46 |
| 71 | 1,625 | 210 | 2,915 | 56 | 1,356 | 1,286 | 13,362 | 47 |
| ... | ... | ... | ... | ... | ... | ... | ... | 48 |
| ... | ... | ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | 50 |
| ... | ... | ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | ... | ... | ... | 52 |
| 160,899 | 7,89,325 | 983,453 | 48,86,531 | 628,646 | 36,55,672 | 2,447,648 | 1,56,95,106 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over each

| Classification No. of Railway (Detailed in "Index" to Appendix I). | | Railway system. | (2) Jowar and Bajra. | | (3) Rice in the husk. | | (4) Rice not in the husk. | |
|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 |
| | | **5′ 6″ gauge.** | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| 1 | (*a*) to (*c*), (*e*), (*g*) & (*h*). | Bengal-Nagpur ... ... | 4,243 | 17,637 | 88,550 | 2,89,801 | 286,213 | 20,87,562 |
| 2 | (*a*) to (*e*) & (*m*) to (*o*). | Bombay, Baroda and Central India. | 68,233 | 5,63,539 | 13,867 | 53,521 | 59,538 | 4,60,847 |
| 3 | (*a*) to (*d*) | Eastern Bengal ... ... | ... | ... | 223,233 | 6,60,592 | 236,524 | 7,42,800 |
| 4 | .. | East Indian ... ... | 37,077 | 1,62,002 | 111,981 | 3,54,739 | 385,225 | 24,32,287 |
| 5 | (*a*) to (*k*) | Great Indian Peninsula ... | 175,388 | 15,90,824 | 3,225 | 12,625 | 139,052 | 9,54,837 |
| 6 | (*a*) to (*l*) | Madras and Southern Mahratta | 65,718 | 3,35,719 | 120,944 | 5,62,332 | 256,014 | 15,31,356 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | 36,523 | 2,18,395 | 1,145 | 7,471 | 62,808 | 4,67,825 |
| 8 | (*a*) to (*o*) | North Western .. ... | 119,649 | 7,26,844 | 53,108 | 1,57,213 | 211,877 | 13,57,143 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 13,906 | 64,251 | 6,877 | 32,609 | 58,987 | 3,13,158 |
| 10 | (*a*) to (*k*) | South Indian ... ... | 13,713 | 59,483 | 204,301 | 8,95,687 | 216,385 | 9,08,662 |
| | | **3′ 3½″ gauge.** | | | | | | |
| 11 | ... | Assam-Bengal ... ... | ... | ... | 61,216 | 2,18,012 | 124,222 | 5,40,227 |
| 12 | ... | Bengal and North-Western ... | 2,125 | 10,784 | 72,517 | 2,94,871 | 180,483 | 7,73,272 |
| 13 | ... | Bengal Dooars ... ... | ... | ... | 7,979 | 17,016 | 20,887 | 60,306 |
| 14 | ... | Bhavnagar ... ... | 11,125 | 32,065 | 593 | 1,040 | 9,550 | 31,937 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 80,194 | 4,85,720 | 3,551 | 19,802 | 54,138 | 3,34,320 |
| 15 | ... | Burma ... ... | 6,015 | 74,755 | 940,222 | 43,00,631 | 218,373 | 11,09,542 |
| 16 | ... | Dibru-Sadiya ... ... | ... | ... | ... | ... | 24,785 | 1,08,768 |
| 17 | ... | Gondal-Porbandar ... | 11,363 | 25,321 | 325 | 916 | 4,912 | 20,010 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | 22,581 | 1,62,704 | 486 | 952 | 18,852 | 1,01,175 |
| 18 | ... | Jamnagar ... ... | 1,704 | 3,201 | 17 | 63 | 1,400 | 1,245 |
| 19 | ... | Jodhpur-Bikaner ... | 68,815 | 2,86,612 | 3,058 | 7,191 | 34,098 | 1,38,991 |
| 20 | ... | Junagad ... ... | 4,808 | 12,530 | 50 | 125 | 2,712 | 8,716 |
| 21 | ... | Morvi ... ... | 4,895 | 16,160 | 77 | 223 | 577 | 1,612 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 7,713 | 17,813 | 3,737 | 12,528 | 8,808 | 23,789 |
| 25 | ... | Udaipur-Chitorgarh ... | 14 | 47 | 1 | 3 | 630 | 2,820 |
| | | Carried over ... | 755,802 | 49,16,406 | 1,921,060 | 78,99,963 | 2,617,050 | 1,45,12,707 |

## DIX 11—*contd.*

*earnings therefrom during the financial year 1913-14.*

railway in India and is therefore not the same as the total production and imports.]

IX—*concld.*

GRAIN AND PULSE—*concld.*

| (5) Wheat. | | (6) Wheat flour. | | (7) Others. | | TOTAL. | | NUMBER. Main head. |
|---|---|---|---|---|---|---|---|---|
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 80,029 | 6,78,478 | 9,532 | 64,316 | 5,467 | 25,700 | 586,449 | 39,48,959 | 1 |
| 131,337 | 12,19,579 | 10,841 | 77,914 | 55,508 | 3,53,022 | 423,832 | 33,61,028 | 2 |
| 1,657 | 4,946 | 21,864 | 1,38,703 | 13,935 | 53,588 | 601,984 | 19,58,380 | 3 |
| 321,154 | 21,15,494 | 47,826 | 3,40,932 | 186,835 | 10,86,370 | 1,381,324 | 83,39,729 | 4 |
| 500,709 | 58,18,370 | 25,164 | 1,82,812 | 36,516 | 3,11,581 | 1,208,454 | 1,21,47,036 | 5 |
| 17,919 | 1,25,603 | 13,303 | 1,25,034 | 49,118 | 3,70,033 | 756,009 | 46,21,602 | 6 |
| 6,862 | 45,643 | 2,201 | 16,032 | 1,031 | 5,172 | 132,329 | 8,73,929 | 7 |
| 1,344,357 | 1,54,57,441 | 98,495 | 4,39,402 | 274,287 | 21,80,784 | 2,537,977 | 2,32,99,751 | 8 |
| 216,776 | 10,74,648 | 21,115 | 1,35,631 | 119,371 | 5,60,007 | 607,689 | 29,79,091 | 9 |
| 1,246 | 7,198 | 7,721 | 50,134 | 35,131 | 1,55,920 | 617,790 | 27,08,772 | 10 |
| 106 | 479 | 2,678 | 20,175 | 35 | 243 | 202,336 | 8,63,021 | 11 |
| 94,229 | 5,45,077 | 9,226 | 59,013 | 143,376 | 6,36,476 | 623,856 | 28,63,853 | 12 |
| ... | 1 | 1,163 | 5,961 | 987 | 3,113 | 36,586 | 1,03,391 | 13 |
| 11,383 | 31,662 | 180 | 673 | 5,544 | 20,607 | 42,300 | 1,30,743 | 14 |
| 215,306 | 9,50,617 | 16,527 | 1,07,621 | 131,107 | 9,37,584 | 664,474 | 40,44,852 | 2 |
| 3,579 | 9,127 | 10,817 | 96,038 | 2,921 | 24,662 | 1,220,340 | 59,43,562 | 15 |
| ... | ... | ... | ... | 509 | 3,730 | 28,544 | 1,31,744 | 16 |
| 13,436 | 43,501 | 159 | 516 | 4,619 | 13,474 | 44,071 | 1,16,307 | 17 |
| 5,895 | 39,086 | 820 | 6,244 | 435 | 2,945 | 62,087 | 3,99,690 | 7 |
| 7,950 | 20,770 | 77 | 160 | 1,380 | 2,612 | 15,133 | 32,288 | 18 |
| 167,910 | 5,65,941 | 3,193 | 15,883 | 97,436 | 3,43,807 | 442,040 | 15,66,624 | 19 |
| 2,744 | 12,765 | 124 | 437 | 942 | 2,300 | 15,966 | 43,386 | 20 |
| 5,346 | 18,954 | 105 | 402 | 348 | 679 | 15,656 | 53,195 | 21 |
| 65,715 | 1,66,016 | 3,612 | 15,398 | 56,376 | 1,55,607 | 172,761 | 4,65,215 | 24 |
| 479 | 1,631 | 276 | 1,145 | 949 | 3,675 | 3,597 | 14,888 | 25 |
| 3,223,124 | 2,89,53,027 | 306,519 | 19,00,579 | 1,224,163 | 72,53,690 | 12,473,584 | 8,10,61,036 | |

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over each railway in India

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | (2) Jowar and Bajra. | | (3) Rice in the husk. | | (4) Rice not in the husk. | |
|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward ... | 755,802 | 49,16,406 | 1,921,060 | 78,99,963 | 2,617,050 | 1,45,12,707 |
| | | **2′ 6″ gauge.** | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | Baraset-Basirhat Light ... | ... | ... | ... | ... | ... | ... |
| 30 | ... | Barsi Light ... ... | 11,470 | 63,278 | 669 | 1,701 | 4,264 | 14,815 |
| 31 | ... | Bowringpet-Kolar ... | ... | ... | 1 | 1 | 15 | 19 |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | ... | ... | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light | 73 | 108 | 7 | 16 | 94 | 164 |
| 36 | ... | Cutch ... ... | 1,263 | 2,816 | ... | ... | 1,131 | 2,973 |
| 37 | ... | Dehri-Rohtas Light ... | ... | ... | 3 | 7 | 283 | 368 |
| 38 | ... | Dholpur-Bari ... ... | 373 | 824 | 2 | 6 | 191 | 432 |
| 40 | ... | Godhra-Lunavada ... | 5 | 10 | 2 6 | 57 | 21 | 48 |
| 41 | ... | Jessore-Jhenidah Light ... | ... | ... | ... | ... | 680 | 1,700 |
| 42 | ... | Madaya Light ... ... | ... | ... | ... | ... | ... | Information |
| 1 | (d) | Mourbhanj ... ... | ... | ... | 326 | 523 | 5,318 | 8,697 |
| 43 | ... | Nadiad-Kapadvanj ... | 112 | 272 | 50 | 110 | 587 | 1,450 |
| 1 | (f) | Parlakimedi Light ... | 49 | 45 | 6,227 | 5,221 | 49 | 51 |
| 24 | (c) | Powayan Light ... ... | ... | ... | ... | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | 617 | 1,233 | 378 | 825 | 1,358 | 3,948 |
| 45 | ... | Tarkessur-Magra Light ... | ... | ... | 3,502 | 4,374 | 107 | 155 |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | ... | ... | 200 | 1,000 |
| | | **2′ 0″ gauge.** | | | | | | |
| 47 | ... | Darjeeling-Himalayan ... | ... | 5 | 30 | 220 | 14,047 | 1,59,411 |
| 48 | ... | Gwalior Light ... | ... | ... | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... |
| 51 | ... | Jagadhri Light ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... |
| | | Total ... | 769,784 | 49,84,997 | 1,932,372 | 79,13,024 | 2,645,345 | 1,47,07,938 |

# DIX 11—*contd.*

## *earnings therefrom during the financial year 1913-14.*

and is therefore not the same as the total production and imports.]

IX—*concld.*

GRAIN AND PULSE—*concld.*

| (5) Wheat. | | (6) Wheat flour. | | (7) Others. | | TOTAL. | | NUMBER. Main head. |
|---|---|---|---|---|---|---|---|---|
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 3,223,124 | 2,89,53,027 | 306,519 | 19,00,579 | 1,224,163 | 72,53,690 | 12,473,584 | 8,10,61,036 | |
| ... | ... | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| 2,317 | 5,802 | 100 | 311 | 159 | 441 | 25,323 | 1,15,413 | 30 |
| 1 | 1 | ... | ... | 5 | 7 | 295 | 280 | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | 32 |
| 56 | 134 | 293 | 700 | 38 | 89 | 666 | 1,352 | 35 |
| 925 | 2,328 | 41 | 109 | 391 | 430 | 4,239 | 9,916 | 36 |
| ... | ... | ... | ... | ... | ... | 274 | 430 | 37 |
| 553 | 1,281 | 18 | 46 | 155 | 406 | 2,266 | 5,225 | 38 |
| 25 | 70 | 12 | 30 | 31 | 70 | 125 | 300 | 40 |
| ... | ... | ... | ... | 78 | 361 | 1,079 | 3,001 | 41 |
| not furnished | ... | ... | ... | ... | ... | ... | ... | 42 |
| ... | 1 | 41 | 114 | ... | 2 | 6,091 | 10,129 | 1 |
| 451 | 1,122 | 47 | 166 | 186 | 408 | 2,683 | 6,311 | 43 |
| 22 | 22 | 13 | 13 | 202 | 203 | 9,018 | 7,790 | 1 |
| 2,379 | 3,013 | ... | ... | 3,934 | 5,058 | 7,167 | 9,124 | 24 |
| 18,496 | 45,862 | 293 | 574 | 485 | 1,222 | 28,604 | 68,095 | 44 |
| ... | ... | 75 | 109 | 3 | 7 | 3,733 | 4,711 | 45 |
| ... | ... | ... | ... | ... | ... | 240 | 2,162 | 46 |
| 54 | 875 | 1,770 | 30,264 | 257 | 4,346 | 17,444 | 2,08,483 | 47 |
| ... | ... | ... | ... | ... | ... | ... | ... | 48 |
| ... | ... | ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | 50 |
| ... | ... | ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | ... | ... | ... | 52 |
| 3,248,403 | 2,90,13,538 | 309,221 | 19,33,015 | 1,230,057 | 72,66,740 | 12,582,741 | 8,15,14,358 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over each railway in India

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | X. Hides and Skins. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | (1) Hides of cattle. | | | | (2) Skins of sheep, etc. | | | |
| | | | (a) Dressed or tanned. | | (b) Raw. | | (a) Dressed or tanned. | | (b) Raw. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 |
| | | **5′ 6″ gauge.** | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| 1 | (a) to (c), (e), (g) & (k). | Bengal-Nagpur ... ... | ... | ... | 11,738 | 1,29,891 | ... | ... | 2,935 | 12,704 |
| 2 | (a) to (e), & (m) to (o). | Bombay, Baroda and Central India. | ... | 5 | 1,877 | 20,304 | 1 | 17 | 3,747 | 37,333 |
| 3 | (a) to (d) | Eastern Bengal ... ... | ... | ... | 15,407 | 1,06,462 | ... | ... | 2,160 | 18,278 |
| 4 | ... | East Indian ... ... | 304 | 3,095 | 30,916 | 5,21,562 | 20 | 209 | 8,589 | 95,809 |
| 5 | (a) to (k) | Great Indian Peninsula ... | 2 | 24 | 7,878 | 1,31,259 | 3 | 20 | 15,484 | 2,22,246 |
| 6 | (a) to (l) | Madras and Southern Mahratta | 224 | 2,205 | 5,944 | 47,043 | 2,046 | 23,540 | 29,009 | 2,56,508 |
| 7 | (a) & (b) | Nizam's Guaranteed State ... | ... | ... | 939 | 9,206 | 7 | 62 | 2,615 | 23,185 |
| 8 | (a) to (o) | North Western ... ... | 3 | 43 | 21,431 | 2,59,860 | 154 | 2,471 | 17,388 | 2,03,166 |
| 9 | (a) to (c) | Oudh and Rohilkhand ... | 26 | 111 | 9,022 | 64,956 | ... | ... | 5,081 | 22,453 |
| 10 | (a) to (k) | South Indian ... ... | 795 | 6,968 | 4,255 | 32,899 | 1,272 | 20,169 | 10,160 | 74,403 |
| | | **3′ 3¾″ gauge.** | | | | | | | | |
| 11 | ... | Assam-Bengal ... ... | ... | ... | 1,157 | 11,921 | ... | ... | 58 | 442 |
| 12 | ... | Bengal and North-Western ... | ... | 1 | 8,689 | 62,481 | 1 | 5 | 2,757 | 17,315 |
| 13 | ... | Bengal Dooars ... ... | ... | ... | 295 | 1,899 | ... | ... | 10 | 60 |
| 14 | ... | Bhavnagar ... ... | ... | 1 | 64 | 304 | ... | ... | 137 | 763 |
| 2 | (f) to (l) | Bombay, Baroda and Central India. | 5 | 31 | 3,815 | 43,132 | 3 | 13 | 4,748 | 43,491 |
| 15 | ... | Burma ... ... | 147 | 1,293 | 6,389 | 68,500 | ... | 27 | 129 | 1,026 |
| 16 | ... | Dibru-Sadiya ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 17 | ... | Gondal-Porbandar ... | 22 | 69 | 58 | 161 | 33 | 134 | 197 | 851 |
| 7 | ... | Hingoli Branch and Hyderabad-Godavari Valley. | ... | ... | 1,114 | 12,428 | ... | ... | 805 | 8,712 |
| 18 | ... | Jamnagar ... ... | 2 | 9 | 8 | 34 | 3 | 15 | 31 | 130 |
| 19 | ... | Jodhpur-Bikaner ... | 10 | 86 | 815 | 5,252 | 1 | 6 | 1,117 | 7,750 |
| 20 | ... | Junagad ... ... | 2 | 7 | 61 | 169 | 24 | 98 | 68 | 235 |
| 21 | ... | Morvi ... ... | ... | ... | 59 | 199 | ... | ... | 101 | 538 |
| 24 | (a) & (b) | Rohilkund and Kumaon ... | ... | ... | 1,449 | 7,154 | ... | ... | 419 | 1,823 |
| 25 | ... | Udaipur-Chitorgarh ... | ... | ... | 21 | 130 | ... | ... | 174 | 986 |
| | | Carried over ... | 1,542 | 13,948 | 133,401 | 15,37,206 | 3,566 | 46,786 | 107,919 | 10,45,208 |

## DIX 11—*contd.*

### *earnings therefrom during the financial year 1913-14.*

and is therefore not the same as the total production and imports.]

| Total. | | XI. Horns. | | XII. Hemp (Indian) and other fibres excluding jute. | | XIII—*continued on following page.* Jute. (1) Raw. | | Number. Main head. |
|---|---|---|---|---|---|---|---|---|
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 14,673 | 1,42,595 | 439 | 4,915 | 15,393 | 1,03,085 | 41,452 | 1,09,248 | 1 |
| 5,625 | 57,659 | 133 | 2,148 | 2,961 | 31,579 | 104 | 1,328 | 2 |
| 17,567 | 1,19,736 | 56 | 369 | 16,317 | 21,401 | 1,130,632 | 74,01,331 | 3 |
| 39,823 | 6,20,675 | 1,070 | 10,704 | 49,510 | 4,22,833 | 95,500 | 2,52,927 | 4 |
| 23,367 | 3,53,549 | 1,419 | 17,812 | 9,238 | 1,17,693 | 196 | 1,890 | 5 |
| 37,223 | 3,29,296 | 1,155 | 8,848 | 5,627 | 34,231 | 4,059 | 22,621 | 6 |
| 3,561 | 32,453 | 126 | 1,052 | 449 | 3,534 | 14 | 149 | 7 |
| 8,976 | 4,65,540 | 392 | 3,053 | 2,570 | 21,236 | 58 | 541 | 8 |
| 14,129 | 87,520 | 1,063 | 5,994 | 20,496 | 68,812 | 20 | 159 | 9 |
| 16,483 | 1,34,439 | 226 | 1,978 | 7,504 | 42,435 | 9 | 60 | 10 |
| 1,215 | 12,363 | 8 | 119 | 399 | 1,860 | 85,848 | 2,27,870 | 11 |
| 11,447 | 79,802 | 106 | 673 | 18,884 | 1,34,357 | 14,288 | 93,203 | 12 |
| 305 | 1,959 | ... | 3 | 1 | 1 | 25,068 | 76,817 | 13 |
| 201 | 1,068 | 11 | 43 | ... | ... | ... | ... | 14 |
| 8,571 | 86,667 | 82 | 659 | 4,112 | 22,842 | 184 | 1,718 | 2 |
| 6,665 | 70,846 | 499 | 2,743 | 6 | 102 | 7 | 111 | 15 |
| ... | ... | ... | ... | ... | ... | ... | ... | 16 |
| 310 | 1,215 | 3 | 7 | ... | ... | 2 | 5 | 17 |
| 1,919 | 21,140 | 50 | 477 | 101 | 924 | 2 | 18 | 7 |
| 44 | 188 | 33 | 77 | ... | ... | 1 | 4 | 18 |
| 1,943 | 13,094 | 8 | 39 | 104 | 702 | 23 | 134 | 19 |
| 155 | 509 | 2 | 6 | ... | ... | 1 | 5 | 20 |
| 160 | 737 | 3 | 10 | ... | 1 | ... | ... | 21 |
| 1,868 | 8,982 | 351 | 1,578 | 5,601 | 19,161 | 49 | 200 | 24 |
| 195 | 1,116 | 1 | 3 | 3 | 19 | 5 | 29 | 25 |
| 246,430 | 26,43,148 | 7,246 | 63,315 | 159,276 | 10,46,908 | 1,307,522 | 81,89,923 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over each railway in India

| Classification No. of railway (Detailed in "Index" to Appendix 1). | | Railway system. | X. HIDES AND SKINS. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | (1) Hides of cattle. | | | | (2) Skins of sheep, etc. | | | |
| | | | (a) Dressed or tanned. | | (b) Raw. | | (a) Dressed or tanned. | | (b) Raw. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward ... | 1,542 | 13,948 | 133,401 | 15,37,206 | 3,568 | 46,786 | 107,919 | 10,45,208 |
| | | **2′ 6″ gauge.** | | | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | Baraset-Basirhat Light ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 30 | ... | Barsi Light ... ... | ... | ... | 142 | 714 | ... | ... | 212 | 981 |
| 31 | ... | Bowringpet-Kolar ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light | ... | ... | 1 | 8 | ... | ... | ... | 3 |
| 36 | ... | Cutch ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 37 | ... | Dehri-Rohtas Light ... | ... | ... | 4 | 6 | ... | ... | ... | ... |
| 38 | ... | Dholpur-Bari ... ... | ... | ... | 6 | 17 | ... | ... | 5 | 16 |
| 40 | ... | Godhra-Lunavada ... | ... | ... | 2 | 7 | ... | ... | 4 | 12 |
| 41 | ... | Jessore-Jhenidah Light ... | ... | ... | 31 | 90 | ... | ... | ... | ... |
| 42 | ... | Madaya Light ... ... | ... | ... | ... | ... | ... | ... | Information | |
| 1 | (d) | Mourbhanj ... ... | ... | ... | 32 | 88 | ... | ... | 1 | 4 |
| 43 | ... | Nadiad-Kapadvanj ... | ... | ... | 21 | 77 | ... | 2 | 26 | 92 |
| 1 | (f) | Parlakimedi Light ... | ... | ... | 152 | 154 | ... | ... | 168 | 155 |
| 24 | (c) | Powayan Light ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 44 | .. | Shahdara (Delhi)-Saharanpur Light. | ... | 1 | 84 | 487 | ... | 2 | 11 | 36 |
| 45 | ... | Tarkessur-Magra Light ... | ... | ... | 22 | 38 | ... | ... | ... | ... |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | **2′ 0″ gauge.** | | | | | | | | |
| 47 | ... | Darjeeling-Himalayan ... | ... | ... | 271 | 3,402 | ... | ... | 3 | 43 |
| 48 | ... | Gwalior Light ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 51 | ... | Jagadhri Light ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | Total ... | 1,542 | 13,949 | 134,175 | 15,42,294 | 3,568 | 46,790 | 108,349 | 10,46,550 |

## DIX 11—*contd.*

### *earnings therefrom during the financial year 1913-14.*

and is therefore not the same as the total production and imports.]

| Total. | | XI. Horns. | | XII. Hemp (Indian) and other fibres excluding jute. | | XIII—*continued on following page.* Jute. (1) Raw. | | Number. Mafu-head. |
|---|---|---|---|---|---|---|---|---|
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 102 | 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 246,490 | 26,43,148 | 7,246 | 63,315 | 159,276 | 10,46,908 | 1,397,522 | 81,89,923 | |
| ... | ... | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| 354 | 1,695 | 13 | 45 | 161 | 668 | 1 | 8 | 30 |
| ... | ... | ... | ... | ... | ... | ... | ... | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | 32 |
| 1 | 11 | ... | ... | ... | ... | ... | ... | 35 |
| ... | ... | ... | ... | 53 | 170 | ... | ... | 36 |
| 4 | 6 | ... | ... | ... | ... | ... | ... | 37 |
| 11 | 33 | ... | ... | 5 | 16 | ... | ... | 38 |
| 6 | 19 | ... | ... | ... | ... | ... | ... | 40 |
| 31 | 90 | ... | ... | ... | ... | 746 | 2,253 | 41 |
| not furnished | ... | ... | ... | ... | ... | ... | ... | 42 |
| 33 | 92 | ... | ... | 2 | 5 | 1 | 2 | 1 |
| 47 | 171 | 1 | 3 | ... | ... | ... | ... | 43 |
| 326 | 309 | 1 | 2 | ... | ... | 1 | 1 | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | 24 |
| 95 | 526 | 4 | 7 | 205 | 679 | 6 | 17 | 44 |
| 22 | 38 | ... | ... | 1 | 2 | 469 | 668 | 45 |
| ... | ... | ... | ... | ... | ... | ... | ... | 46 |
| 274 | 3,445 | 8 | 131 | ... | ... | 1 | 31 | 47 |
| ... | ... | ... | ... | ... | ... | ... | ... | 48 |
| ... | ... | ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | 50 |
| ... | ... | ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | ... | ... | ... | 52 |
| 247,634 | 26,43,563 | 7,273 | 63,503 | 159,703 | 10,48,448 | 1,398,747 | 81,92,903 | |

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | XIII—*concld.* Jute—*concld.* (2) Gunny bags and cloth. | | Total. | | XIV. Lac. | |
|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | 119 |
| | | **5′ 6″ gauge.** | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| 1 | (*a*) to (*c*), (*e*), (*g*) & (*h*) | Bengal-Nagpur ... ... | 32,529 | 2,95,132 | 73,981 | 4,04,375 | 15,026 | 1,65,678 |
| 2 | (*a*) to (*e*) & (*m*) to (*o*) | Bombay, Baroda and Central India. | 15,707 | 1,45,422 | 15,811 | 1,46,750 | 388 | 3,818 |
| 3 | (*a*) to (*d*) | Eastern Bengal ... | 28,829 | 82,741 | 1,159,521 | 74,84,132 | 1,173 | 6,697 |
| 4 | ... | East Indian ... ... | 63,508 | 8,51,360 | 159,008 | 11,04,287 | 23,007 | 3,22,592 |
| 5 | (*a*) to (*k*) | Great Indian Peninsula ... | 41,535 | 4,09,820 | 41,701 | 4,11,710 | 1,468 | 14,415 |
| 6 | (*a*) to (*l*) | Madras and Southern Mahratta | 30,740 | 2,21,768 | 34,799 | 2,44,389 | 96 | 1,245 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | 4,037 | 29,308 | 4,051 | 29,457 | 11 | 118 |
| 8 | (*a*) to (*o*) | North Western ... | 56,658 | 4,59,223 | 56,716 | 4,59,764 | 896 | 7,691 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 14,692 | 84,918 | 14,712 | 85,077 | 777 | 5,069 |
| 10 | (*a*) to (*k*) | South Indian ... ... | 19,849 | 1,27,395 | 19,828 | 1,27,455 | 328 | 2,118 |
| | | **3′ 3½″ gauge.** | | | | | | |
| 11 | ... | Assam-Bengal ... ... | 1,400 | 9,140 | 87,248 | 2,37,010 | 711 | 3,777 |
| 12 | ... | Bengal and North-Western ... | 17,899 | 1,12,007 | 32,787 | 2,05,210 | 1,320 | 8,335 |
| 13 | ... | Bengal Docars ... ... | 292 | 1,084 | 25,360 | 77,401 | ... | ... |
| 14 | ... | Bhavnagar ... ... | 1,175 | 4,312 | 1,175 | 4,312 | 6 | 22 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 18,369 | 1,21,115 | 18,553 | 1,22,833 | 499 | 4,882 |
| 15 | ... | Burma ... ... | 20,332 | 81,736 | 20,339 | 81,847 | 645 | 9,217 |
| 16 | ... | Dibru-Sadiya ... ... | ... | ... | ... | ... | ... | ... |
| 17 | ... | Gondal-Porbandar ... | 721 | 2,375 | 723 | 2,380 | ... | 1 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | 4,040 | 34,072 | 4,042 | 34,090 | 10 | 77 |
| 18 | ... | Jamnagar ... ... | 141 | 361 | 142 | 365 | 2 | 5 |
| 19 | ... | Jodhpur-Bikaner ... | 5,040 | 17,899 | 5,463 | 18,033 | 314 | 1,589 |
| 20 | ... | Junagad ... ... | 620 | 2,107 | 621 | 2,112 | ... | ... |
| 21 | ... | Morvi ... ... | 305 | 1,140 | 305 | 1,140 | 11 | 42 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 3,609 | 13,340 | 3,658 | 13,540 | 234 | 1,521 |
| 25 | ... | Udaipur-Chitorgarh ... | 195 | 924 | 200 | 953 | ... | 5 |
| | | Carried over ... | 382,622 | 31,08,699 | 1,780,144 | 1,12,98,622 | 46,923 | 5,58,914 |

## DIX 11—*contd.*

### *earnings therefrom during the financial year 1913-14.*

each railway in India and is therefore not the same as the total production and imports.]

| XV. | | | | | | XVI—*continued on following page.* | | | | Number. |
|---|---|---|---|---|---|---|---|---|---|---|
| Leather. | | | | | | Liquors. | | | | |
| (1) Unwrought. | | (2) Wrought, excepting boots and shoes. | | Total. | | (1) Ale and beer. | | (2) Wines and spirits of all kinds including country spirits. | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 120 | 121 | 122 | 123 | 124 | 125 | 126 | 127 | 128 | 129 | 130 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 1,084 | 12,385 | ... | ... | 1,084 | 12,385 | 525 | 7,474 | 3,283 | 30,887 | 1 |
| 1,919 | 26,460 | 534 | 11,666 | 2,453 | 38,126 | 1,235 | 22,155 | 6,178 | 57,258 | 2 |
| 21 | 141 | 4 | 20 | 25 | 161 | 559 | 5,511 | 2,389 | 25,124 | 3 |
| 1,411 | 44,632 | 501 | 11,250 | 1,912 | 55,882 | 6,585 | 69,689 | 6,142 | 94,568 | 4 |
| 1,262 | 18,635 | 677 | 15,480 | 1,939 | 34,115 | 4,828 | 56,078 | 9,861 | 88,478 | 5 |
| 8,117 | 1,27,037 | 530 | 7,716 | 8,647 | 1,34,753 | 4,024 | 32,298 | 10,314 | 78,682 | 6 |
| 1,594 | 21,227 | 54 | 697 | 1,648 | 21,924 | 1,197 | 8,510 | 248 | 4,644 | 7 |
| 3,682 | 48,381 | 872 | 16,034 | 4,554 | 64,415 | 6,547 | 93,769 | 8,056 | 1,54,817 | 8 |
| 84 | 808 | 154 | 1,360 | 238 | 2,168 | 4,238 | 35,010 | 1,944 | 20,255 | 9 |
| 329 | 3,011 | 317 | 3,318 | 646 | 6,329 | 2,805 | 29,658 | 7,031 | 63,483 | 10 |
| ... | ... | 3 | 73 | 3 | 73 | 241 | 2,718 | 1,401 | 9,862 | 11 |
| 106 | 555 | 51 | 1,004 | 157 | 1,559 | 60 | 403 | 2,468 | 21,230 | 12 |
| 1 | 19 | ... | ... | 1 | 19 | 12 | 154 | 284 | 1,828 | 13 |
| 250 | 1,126 | 10 | 28 | 260 | 1,154 | 8 | 25 | 107 | 498 | 14 |
| 1,733 | 15,846 | 141 | 1,953 | 1,874 | 17,799 | 1,464 | 12,347 | 2,257 | 22,333 | 2 |
| 220 | 2,791 | 85 | 1,367 | 305 | 4,158 | 3,844 | 29,146 | 328 | 16,498 | 15 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 16 |
| 25 | 118 | 71 | 336 | 96 | 454 | 1 | 3 | 56 | 228 | 17 |
| 20 | 201 | 78 | 1,390 | 98 | 1,591 | 16 | 104 | 28 | 392 | 7 |
| 6 | 28 | 4 | 15 | 10 | 43 | ... | 3 | 4 | 19 | 18 |
| 600 | 5,493 | 137 | 1,193 | 737 | 6,686 | 14 | 87 | 732 | 5,438 | 19 |
| 10 | 35 | 9 | 35 | 19 | 70 | 1 | 2 | 10 | 68 | 20 |
| 73 | 304 | 2 | 18 | 75 | 322 | 2 | 6 | 26 | 155 | 21 |
| 10 | 70 | 10 | 82 | 20 | 152 | 209 | 1,079 | 522 | 3,141 | 24 |
| 8 | 63 | 1 | 5 | 9 | 68 | ... | 2 | 7 | 84 | 25 |
| 22,565 | 3,29,366 | 4,245 | 75,040 | 26,810 | 4,04,406 | 38,415 | 4,06,231 | 64,176 | 6,99,970 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | XIII—*concld.* | | | | XIV. | |
|---|---|---|---|---|---|---|---|---|
| | | | Jute—*concld.* | | | | | |
| | | | (2) Gunny bags and cloth. | | Total. | | Lac. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 111 | 112 | 113 | 114 | 115 | 116 | 117 | 118 | 119 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward ... | 382,622 | 31,08,699 | 1,780,144 | 1,12,98,622 | 46,922 | 5,58,914 |
| | | **2′ 6″ gauge.** | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | Baraset-Basirhat Light ... | ... | ... | ... | ... | ... | ... |
| 30 | ... | Barsi Light ... ... | 2,187 | 9,078 | 2,188 | 9,086 | ... | 2 |
| 31 | ... | Bowringpet-Kolar ... | 3 | 5 | 3 | 5 | ... | ... |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | ... | ... | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light | 26 | 69 | 26 | 69 | ... | ... |
| 36 | ... | Cutch ... ... | 39 | 84 | 39 | 84 | ... | ... |
| 37 | ... | Dehri-Rohtas Light ... | 6 | 13 | 6 | 13 | ... | ... |
| 38 | ... | Dholpur-Bari ... ... | 57 | 151 | 57 | 151 | ... | 1 |
| 40 | ... | Godhra-Lunavada ... | 4 | 12 | 4 | 12 | ... | ... |
| 41 | ... | Jessore-Jhenidah Light ... | 13 | 41 | 759 | 2,294 | ... | ... |
| 42 | ... | Madaya Light ... ... | ... | ... | ... | ... | ... | Information |
| 1 | (*d*) | Mourbhanj ... ... | 188 | 451 | 189 | 453 | 2 | 7 |
| 43 | ... | Nadiad-Kapadvanj ... | 111 | 298 | 111 | 298 | ... | ... |
| 1 | (*f*) | Parlakimedi Light ... | 208 | 333 | 209 | 334 | 2 | 3 |
| 24 | (*e*) | Powayan Light .. ... | ... | ... | ... | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | 761 | 2,445 | 767 | 2,462 | 2 | 8 |
| 45 | ... | Tarkeswar-Magra Light ... | 16 | 36 | 485 | 704 | 3 | 3 |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | ... | ... | ... | ... |
| | | **2′ 0″ gauge.** | | | | | | |
| 47 | ... | Darjeeling Himalayan ... | 119 | 1,726 | 120 | 1,757 | 2 | 37 |
| 48 | ... | Gwalior Light ... ... | ... | ... | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... |
| 51 | ... | Jagadhri Light ... ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... |
| | | Total ... | 386,360 | 31,23,441 | 1,785,707 | 1,13,16,344 | 46,933 | 5,58,975 |

## DIX 11.—*contd.*

### *earnings therefrom during the financial year 1913-14.*

each railway in India and is therefore not the same as the total production and imports.]

| XV. | | | | | | XVI—(*continued on following page*). | | | | Number. |
|---|---|---|---|---|---|---|---|---|---|---|
| Leather. | | | | | | Liquors. | | | | |
| (1) Unwrought. | | (2) Wrought, excepting boots and shoes. | | Total. | | (1) Ale and beer. | | (2) Wines and spirits of all kinds including country spirits. | | Main-head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 120 | 121 | 122 | 123 | 124 | 125 | 126 | 127 | 128 | 129 | 130 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 22,565 | 3,29,366 | 4,245 | 75,040 | 26,810 | 4,04,406 | 38,415 | 4,06,231 | 64,176 | 6,99,970 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| 4 | 33 | 43 | 299 | 47 | 332 | 1 | 3 | 114 | 434 | 30 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 32 |
| ... | ... | ... | ... | ... | ... | ... | ... | 29 | 89 | 35 |
| 21 | 42 | ... | ... | 21 | 42 | ... | ... | 1 | 2 | 36 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 37 |
| ... | ... | ... | 1 | ... | 1 | ... | ... | ... | ... | 38 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1 | 3 | 40 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 41 |
| not furnished. | ... | ... | ... | ... | ... | ... | ... | ... | ... | 42 |
| ... | ... | ... | ... | ... | ... | ... | 2 | 2 | 5 | 1 |
| 2 | 7 | 1 | 3 | 3 | 10 | ... | ... | 8 | 30 | 43 |
| ... | ... | ... | ... | ... | ... | 2 | 4 | 137 | 136 | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 24 |
| 21 | 89 | 2 | 5 | 23 | 94 | ... | ... | 12 | 50 | 44 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 45 |
| ... | ... | ... | ... | ... | ... | ... | ... | 20 | 106 | 46 |
| 4 | 108 | 2 | 53 | 6 | 161 | 460 | 5,010 | 225 | 6,215 | 47 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 48 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 50 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 52 |
| 22,617 | 3,29,645 | 4,293 | 75,401 | 27,010 | 4,05,046 | 38,878 | 4,11,250 | 64,725 | 7,07,090 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | XVI—*concld.* | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Liquors—*concld.* | | | | | |
| | | | (3) All other sorts including toddy and fermented liquor other than ale and beer. | | Total. | | (1) Brass, unwrought. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 |
| | | **5′ 6″ gauge.** | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| 1 | (*a*) to (*c*), (*e*), (*g*) & (*k*) | Bengal-Nagpur ... ... | ... | ... | 3,808 | 33,361 | 1,496 | 13,565 |
| 2 | (*a*) to (*e*) & (*m*) to (*o*) | Bombay, Baroda and Central India. | 13 | 271 | 7,426 | 79,684 | 3,752 | 77,469 |
| 3 | (*a*) to (*d*) | Eastern Bengal ... ... | ... | ... | 2,948 | 30,635 | 753 | 5,816 |
| 4 | ... | East Indian ... ... | 239 | 2,230 | 12,966 | 1,66,487 | 4,139 | 43,979 |
| 5 | (*a*) to (*k*) | Great Indian Peninsula ... | 45 | 276 | 14,734 | 1,44,832 | 5,259 | 74,677 |
| 6 | (*a*) to (*l*) | Madras and Southern Mahratta | 11,535 | 64,502 | 25,873 | 1,75,482 | 2,301 | 22,223 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | 5,065 | 31,408 | 6,510 | 44,562 | 325 | 3,380 |
| 8 | (*a*) to (*o*) | North Western ... ... | 462 | 6,050 | 15,065 | 2,54,636 | 1,065 | 19,537 |
| 9 | (*a*) to (*e*) | Oudh and Rohilkhand ... | 39 | 200 | 6,221 | 55,465 | 1,365 | 7,911 |
| 10 | (*a*) to (*k*) | South Indian ... ... | 1,334 | 5,538 | 11,170 | 98,679 | 2,005 | 17,837 |
| | | **3′ 3½″ gauge.** | | | | | | |
| 11 | ... | Assam-Bengal ... ... | ... | ... | 1,642 | 12,580 | 29 | 365 |
| 12 | ... | Bengal and North-Western ... | ... | ... | 2,528 | 21,633 | 1,021 | 8,465 |
| 13 | ... | Bengal Dooars ... ... | ... | ... | 296 | 1,982 | 1 | 15 |
| 14 | ... | Bhavnagar ... ... | ... | ... | 115 | 523 | 66 | 238 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 56 | 439 | 3,777 | 35,119 | 3,082 | 42,645 |
| 15 | ... | Burma ... ... | 553 | 2,125 | 5,225 | 47,769 | 97 | 717 |
| 16 | ... | Dibru-Sadiya ... ... | 523 | 3,663 | 523 | 3,663 | ... | ... |
| 17 | ... | Gondal-Porbandar ... | ... | ... | 57 | 231 | 18 | 81 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | 1,897 | 13,141 | 1,941 | 13,637 | 32 | 484 |
| 18 | ... | Jamnagar ... ... | 15 | 70 | 19 | 92 | 11 | 35 |
| 19 | ... | Jodhpur-Bikaner ... | ... | 2 | 746 | 5,527 | 176 | 951 |
| 20 | ... | Junagad ... ... | 37 | 119 | 48 | 189 | 23 | 73 |
| 21 | ... | Morvi ... ... | 13 | 62 | 41 | 223 | 35 | 156 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | ... | ... | 731 | 4,220 | 161 | 837 |
| 25 | ... | Udaipur-Chitorgarh ... | ... | ... | 7 | 86 | 22 | 174 |
| | | Carried over ... | 21,826 | 1,30,096 | 124,417 | 12,36,297 | 27,834 | 3,41,680 |

## DIX 11—*contd.*

### *earnings therefrom during the financial year 1913-14.*

each railway in India and is therefore not the same as the total production and imports.]

XVII—(*continued on following page*).

| METALS. | | | | | | | | Number. |
|---|---|---|---|---|---|---|---|---|
| (2) Brass manufactures. | | (3) Copper, unwrought. | | (4) Copper manufactures. | | (5) Iron and Steel. Unwrought (*dust, slag,* pig and old for re-manufacture). | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 140 | 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 1,948 | 23,604 | 717 | 8,488 | 237 | 3,351 | 97,094 | 2,26,204 | 1 |
| 970 | 15,218 | 1,803 | 38,300 | 433 | 7,251 | 3,702 | 56,193 | 2 |
| 4,312 | 38,113 | 344 | 3,716 | 1,714 | 10,747 | 250 | 578 | 3 |
| 7,883 | 1,03,894 | 723 | 10,124 | 973 | 23,173 | 64,330 | 2,54,428 | 4 |
| 4,532 | 67,853 | 3,217 | 42,275 | 1,527 | 25,374 | 4,518 | 41,491 | 5 |
| 2,239 | 25,317 | 1,341 | 14,663 | 659 | 8,458 | 2,421 | 14,017 | 6 |
| 344 | 3,885 | 82 | 865 | 320 | 4,135 | 220 | 2,015 | 7 |
| 1,521 | 24,181 | 1,178 | 22,456 | 839 | 15,337 | 6,806 | 40,135 | 8 |
| 2,238 | 20,142 | 207 | 1,319 | 277 | 3,393 | 1,267 | 7,277 | 9 |
| 2,923 | 27,501 | 297 | 2,592 | 289 | 3,123 | 5,105 | 18,022 | 10 |
| 423 | 4,045 | ... | ... | 31 | 158 | 287 | 1,451 | 11 |
| 1,910 | 21,941 | 90 | 965 | 308 | 3,442 | 1,977 | 9,835 | 12 |
| 97 | 591 | ... | ... | ... | ... | 216 | 2,008 | 13 |
| 695 | 2,127 | 65 | 250 | 409 | 1,389 | 29 | 56 | 14 |
| 2,282 | 23,465 | 1,013 | 10,547 | 567 | 5,987 | 2,086 | 9,335 | 2 |
| 495 | 6,629 | 48 | 666 | 102 | 1,203 | 223 | 1,207 | 15 |
| ... | ... | ... | ... | ... | ... | 6,176 | 48,523 | 16 |
| 204 | 851 | 7 | 41 | 97 | 487 | 138 | 501 | 17 |
| 409 | 4,628 | 8 | 83 | 79 | 1,020 | 69 | 890 | 7 |
| 48 | 158 | 4 | 12 | 11 | 20 | 10 | 32 | 18 |
| 365 | 2,827 | 64 | 317 | 101 | 694 | 483 | 2,123 | 19 |
| 58 | 237 | 22 | 71 | 59 | 242 | ... | ... | 20 |
| 38 | 197 | 6 | 29 | 6 | 37 | 71 | 276 | 21 |
| 654 | 4,051 | 38 | 364 | 75 | 531 | 479 | 1,567 | 24 |
| 16 | 101 | 4 | 33 | ... | 4 | 25 | 80 | 25 |
| 36,954 | 4,21,556 | 11,278 | 1,58,156 | 9,123 | 1,19,556 | 200,032 | 7,33,247 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | XVI—*concld.* | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Liquors—*concld.* | | | | | |
| | | | (3) All other sorts including toddy and fermented liquor other than ale and beer. | | Total. | | (1) Brass unwrought. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 131 | 132 | 133 | 134 | 135 | 136 | 137 | 138 | 139 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward ... | 21,826 | 1,30,096 | 124,417 | 12,86,297 | 27,834 | 3,41,680 |
| | | **2′ 6″ gauge.** | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | Baraset-Basirhat Light ... | ... | ... | ... | ... | ... | ... |
| 30 | ... | Barsi Light ... ... | 29 | 79 | 144 | 566 | 1 | 3 |
| 31 | ... | Bowringpet-Kolar ... | ... | ... | ... | ... | ... | ... |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | ... | ... | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light | ... | ... | 29 | 89 | ... | ... |
| 36 | ... | Cutch ... ... | ... | ... | 1 | 2 | 7 | 19 |
| 37 | ... | Dehri-Rohtas Light ... | ... | ... | ... | ... | ... | ... |
| 38 | ... | Dholpur-Bari ... ... | ... | ... | ... | ... | ... | ... |
| 40 | ... | Godhra-Lunavada ... | ... | ... | 1 | 3 | ... | ... |
| 41 | ... | Jessore-Jhenidah Light ... | ... | ... | ... | ... | ... | ... |
| 42 | ... | Madaya Light ... ... | ... | ... | ... | ... | ... | Information |
| 1 | (*d*) | Mourbhanj ... ... | ... | ... | 2 | 7 | ... | ... |
| 43 | ... | Nadiad-Kapadvanj ... | ... | ... | 8 | 30 | ... | ... |
| 1 | (*f*) | Pariakimedi Light ... | ... | ... | 139 | 140 | 2 | 3 |
| 24 | (*c*) | Powayan Light ... ... | ... | ... | ... | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | 6 | 24 | 18 | 74 | 34 | 138 |
| 45 | ... | Tarkessur-Magra Light ... | ... | ... | ... | ... | ... | ... |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | 20 | 106 | ... | ... |
| | | **2′ 0″ gauge.** | | | | | | |
| 47 | ... | Darjeeling-Himalayan ... | ... | ... | 685 | 11,225 | 26 | 65 |
| 48 | ... | Gwalior Light ... ... | ... | ... | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... |
| 51 | ... | Jagadhri Light ... ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... |
| | | Total ... | 21,861 | 1,30,199 | 125,464 | 12,48,539 | 27,904 | 3,42,493 |

## DIX 11—*contd.*

### *earnings therefrom during the financial year 1913-14.*

each railway in India and is therefore not the same as the total production and imports.]

XVII—(*continued on following page*).

| METALS. | | | | | | | | NUMBER. |
|---|---|---|---|---|---|---|---|---|
| (2) Brass manufactures. | | (3) Copper unwrought. | | (4) Copper manufactures. | | (5) IRON AND STEEL. Unwrought (dust, slag, pig and old for remanufacture). | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 140 | 141 | 142 | 143 | 144 | 145 | 146 | 147 | 148 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 36,954 | 4,21,556 | 11,278 | 1,58,156 | 9,123 | 1,13,556 | 200,032 | 7,38,247 | |
| ... | ... | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| 193 | 1,011 | ... | ... | 50 | 285 | 9 | 41 | 30 |
| ... | ... | ... | ... | ... | ... | 20 | 20 | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | 32 |
| 2 | 3 | ... | ... | ... | ... | ... | ... | 35 |
| 13 | 22 | 2 | 5 | 7 | 91 | ... | ... | 36 |
| ... | ... | ... | ... | ... | ... | ... | ... | 37 |
| 8 | 23 | ... | ... | ... | ... | 67 | 172 | 38 |
| 1 | 1 | ... | ... | ... | 1 | ... | ... | 40 |
| 15 | 58 | ... | ... | ... | ... | ... | ... | 41 |
| not furnished | ... | ... | ... | ... | ... | ... | ... | 42 |
| 20 | 57 | ... | ... | ... | ... | 4 | 7 | 1 |
| 1 | 2 | ... | ... | 3 | 12 | 1 | 2 | 43 |
| 7 | 11 | ... | ... | 2 | 3 | 50 | 150 | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | 24 |
| 164 | 647 | 1 | 4 | 5 | 18 | 183 | 508 | 44 |
| 3 | 5 | ... | ... | ... | ... | ... | ... | 45 |
| ... | ... | ... | ... | ... | ... | ... | ... | 46 |
| 24 | 619 | 17 | 442 | 1 | 31 | 54 | 1,041 | 47 |
| ... | ... | ... | ... | ... | ... | ... | ... | 48 |
| ... | ... | ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | 50 |
| ... | ... | ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | ... | ... | ... | 52 |
| 37,405 | 4,24,017 | 11,298 | 1,58,607 | 9,191 | 1,19,997 | 200,420 | 7,40,191 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | (5) IRON AND STEEL—(*concld*). Wrought. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | (*a*) Bars, sheets, girders and other commercial forms of iron and steel. | | (*b*) Machinery and millwork. | | (*c*) Other manufactures including hardware and cutlery. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 149 | 150 | 151 | 152 | 153 | 154 | 155 | 156 | 157 |
| | | **5′ 6″ gauge.** | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| 1 | (*a*) to (*e*), (*e*), (*g*) & (*h*) | Bengal-Nagpur ... ... | 36,123 | 3,35,807 | 4,157 | 47,901 | 8,064 | 1,22,219 |
| 2 | (*a*) to (*e*) & (*m*) to (*o*) | Bombay, Baroda and Central India. | 56,333 | 7,72,295 | 15,814 | 2,19,876 | 9,845 | 1,34,563 |
| 3 | (*a*) to (*d*) | Eastern Bengal ... | 117,424 | 7,63,386 | 7,276 | 38,286 | 21,589 | 2,01,454 |
| 4 | ... | East Indian ... ... | 88,356 | 9,79,992 | 14,659 | 1,88,817 | 42,996 | 5,01,432 |
| 5 | (*a*) to (*h*) | Great Indian Peninsula ... | 103,225 | 13,16,431 | 15,053 | 2,01,481 | 22,983 | 3,76,765 |
| 6 | (*a*) to (*l*) | Madras and Southern Mahratta | 42,325 | 3,98,030 | 10,905 | 1,25,836 | 25,801 | 2,66,829 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | 7,826 | 60,058 | 1,004 | 11,455 | 3,238 | 36,145 |
| 8 | (*a*) to (*o*) | North Western ... | 85,227 | 12,60,106 | 5,634 | 93,091 | 25,851 | 4,27,121 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 15,813 | 98,104 | 1,063 | 10,899 | 11,211 | 75,794 |
| 10 | (*a*) to (*k*) | South Indian ... ... | 22,161 | 1,04,104 | 5,669 | 63,332 | 12,853 | 1,45,188 |
| | | **3′ 3½″ gauge.** | | | | | | |
| 11 | ... | Assam-Bengal ... ... | 31,242 | 1,14,586 | 1,189 | 12,883 | 4,174 | 40,401 |
| 12 | ... | Bengal and North-Western ... | 12,934 | 79,158 | 1,861 | 11,520 | 7,572 | 54,207 |
| 13 | ... | Bengal Dooars ... ... | 3,133 | 27,459 | 1,349 | 21,381 | 1,618 | 17,313 |
| 14 | ... | Bhavnagar ... ... | 2,536 | 8,529 | 1,552 | 3,956 | 1,484 | 5,075 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 31,103 | 1,91,555 | 4,864 | 36,436 | 6,156 | 52,955 |
| 15 | ... | Burma ... ... | 32,398 | 1,07,772 | 4,152 | 41,643 | 9,653 | 1,01,667 |
| 16 | ... | Dibru-Sadiya ... ... | ... | ... | ... | ... | ... | ... |
| 17 | ... | Gondal-Porbandar ... | 488 | 2,037 | 963 | 4,406 | 2,214 | 7,023 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | 4,288 | 45,172 | 280 | 3,698 | 2,289 | 25,536 |
| 18 | ... | Jamnagar ... ... | 392 | 842 | 46 | 173 | 179 | 571 |
| 19 | ... | Jodhpur-Bikaner ... | 9,059 | 46,615 | 754 | 4,869 | 2,180 | 15,052 |
| 20 | ... | Junagad ... ... | 929 | 2,649 | 358 | 896 | 394 | 1,639 |
| 21 | ... | Morvi ... ... | 89 | 283 | 169 | 632 | 972 | 4,221 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 3,148 | 16,138 | 199 | 1,001 | 2,375 | 11,909 |
| 25 | ... | Udaipur-Chitorgarh ... | 343 | 1,627 | 41 | 247 | 85 | 505 |
| | | Carried over ... | 706,901 | 67,92,795 | 99,011 | 11,44,245 | 225,279 | 26,25,584 |

# DIX 11—*contd.*

## *earnings therefrom during the financial year 1913-14.*

each railway in India and is therefore not the same as the total production and imports.]

| XVII—*concld.* | | | | | | XVIII—*continued on following page.* | | Number. |
|---|---|---|---|---|---|---|---|---|
| METALS—*concld.* | | | | | | MINERAL SUBSTANCES. | | |
| (6) Metallic ore. | | (7) Others. | | TOTAL. | | (1) Marble and stone. | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 158 | 159 | 160 | 161 | 162 | 163 | 164 | 165 | 166 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 1,065,391 | 18,30,816 | 3,228 | 46,320 | 1,218,458 | 23,58,225 | 134,689 | 1,93,829 | 1 |
| 55,572 | 2,32,672 | 5,985 | 1,01,752 | 155,209 | 16,55,589 | 119,435 | 2,18,149 | 2 |
| ... | ... | 28,348 | 78,181 | 182,040 | 11,40,307 | 22,088 | 23,050 | 3 |
| 2,087 | 4,776 | 8,984 | 146,314 | 235,130 | 22,56,929 | 319,492 | 7,49,710 | 4 |
| 566,338 | 41,94,931 | 4,864 | 77,346 | 731,549 | 64,18,624 | 203,221 | 6,93,065 | 5 |
| 76,236 | 3,84,464 | 5,297 | 63,465 | 169,925 | 13,22,802 | 128,586 | 3,18,525 | 6 |
| ... | ... | 543 | 6,362 | 13,902 | 1,28,300 | 52,036 | 1,19,873 | 7 |
| 3,416 | 30,315 | 4,873 | 73,791 | 137,310 | 20,06,070 | 638,720 | 8,08,597 | 8 |
| ... | ... | 3,387 | 20,863 | 36,888 | 2,45,762 | 136,787 | 1,61,764 | 9 |
| 217 | 1,279 | 3,075 | 33,339 | 54,594 | 4,76,317 | 221,102 | 2,09,878 | 10 |
| ... | ... | 1,114 | 11,531 | 38,469 | 1,85,123 | 33,405 | 59,295 | 11 |
| 6 | 37 | 3,740 | 28,401 | 31,419 | 2,17,971 | 20,905 | 55,034 | 12 |
| ... | ... | 1,041 | 10,155 | 7,458 | 78,922 | 385 | 308 | 13 |
| ... | ... | 229 | 1,009 | 7,075 | 22,629 | 13,679 | 13,131 | 14 |
| 78 | 757 | 4,001 | 46,576 | 55,232 | 4,20,288 | 176,159 | 2,80,456 | 2 |
| 17,672 | 1,41,356 | 6,252 | 87,928 | 52,192 | 4,93,786 | 293,364 | 4,78,124 | 15 |
| ... | ... | 4,244 | 27,061 | 10,420 | 75,584 | 9,174 | 4,834 | 16 |
| 8 | 15 | 108 | 506 | 4,210 | 15,948 | 89,891 | 66,768 | 17 |
| 1 | 6 | 142 | 1,755 | 7,597 | 83,272 | 2,742 | 11,796 | 7 |
| ... | ... | 25 | 91 | 723 | 1,934 | 3,818 | 4,982 | 13 |
| 6 | 35 | 834 | 6,046 | 14,022 | 79,529 | 56,931 | 1,03,937 | 19 |
| ... | 1 | 31 | 150 | 1,874 | 5,958 | 29,347 | 15,034 | 20 |
| ... | ... | 51 | 250 | 1,437 | 6,081 | 22,432 | 15,816 | 21 |
| ... | ... | 744 | 3,597 | 7,873 | 49,045 | 9,035 | 13,556 | 24 |
| ... | ... | 51 | 452 | 587 | 3,223 | 1,160 | 2,805 | 25 |
| 1,788,023 | 68,21,460 | 71,191 | 8,73,241 | 3,175,626 | 2,00,36,520 | 2,738,533 | 46,31,316 | |

*Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over

| Classification No. of Railway (detailed in "Index" to Appendix 1). | | Railway system. | (5) Iron and Steel—*concld.* Wrought. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | (*a*) Bars, sheets, girders and other commercial forms of iron and steel. | | (*b*) Machinery and millwork. | | (*c*) Other manufactures, including hardware and cutlery. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 149 | 150 | 151 | 152 | 153 | 154 | 155 | 156 | 157 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward ... | 706,901 | 67,42,795 | 99,011 | 11,41,245 | 225,279 | 26,25,584 |
| | | **2′ 6″ gauge.** | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | Barasat-Basirhat Light ... | ... | ... | ... | ... | ... | ... |
| 30 | ... | Barsi Light ... ... | 3,823 | 17,638 | 604 | 3,840 | 580 | 3,623 |
| 31 | ... | Bowringpet-Kolar ... | 11 | 8 | ... | ... | ... | ... |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | ... | ... | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light... | 288 | 542 | 80 | 171 | 24 | 90 |
| 36 | ... | Cutch ... ... | 334 | 373 | ... | ... | ... | ... |
| 37 | ... | Dehri-Rohtas Light ... | 83 | 161 | ... | ... | ... | ... |
| 38 | ... | Dholpur-Bari ... ... | 9 | 28 | 4 | 12 | 36 | 45 |
| 40 | ... | Godhra-Lunavada ... | 46 | 118 | ... | ... | 8 | 27 |
| 41 | ... | Jessore-Jhenidah Light ... | 203 | 459 | ... | ... | ... | ... |
| 42 | ... | Madaya Light ... ... | ... | ... | ... | ... | ... | Information |
| 1 | (*d*) | Mourbhanj ... ... | 118 | 346 | 2 | 7 | 50 | 146 |
| 43 | ... | Nadiad-Kapadvanj ... | 443 | 1,031 | 6 | 24 | 56 | 221 |
| 1 | (*f*) | Parlakimedi Light ... | 176 | 346 | 13 | 13 | 64 | 66 |
| 24 | (*c*) | Powayan Light ... ... | ... | ... | ... | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | 746 | 2,273 | 293 | 1,045 | 718 | 2,781 |
| 45 | ... | Tarkessur-Magra Light ... | 102 | 159 | ... | ... | 16 | 36 |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | ... | ... | ... | ... |
| | | **2′ 0″ gauge.** | | | | | | |
| 47 | ... | Darjeeling-Himalayan ... | 603 | 13,980 | 185 | 3,651 | 683 | 14,972 |
| 48 | ... | Gwalior Light ... ... | ... | ... | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... |
| 51 | ... | Jagadhri Light ... ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... |
| | | TOTAL ... | 713,886 | 6,30,707 | 100,198 | 11,53,008 | 227,514 | 26,47,596 |

# DIX 11—*contd.*

## *earnings therefrom during the financial year 1913-14.*

each railway in India and is therefore not the same as the total production and imports.]

| XVII—*concld.* METALS—*concld.* | | | | | | XVIII—*continued on following page.* MINERAL SUBSTANCES. | | NUMBER. |
|---|---|---|---|---|---|---|---|---|
| (6) Metallic ore. | | (7) Others. | | TOTAL. | | (1) Marble and stone. | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 158 | 159 | 160 | 161 | 162 | 163 | 164 | 165 | 166 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 1,788,023 | 68,21,460 | 71,191 | 8,73,241 | 3,175,626 | 2,00,36,520 | 2,738,533 | 46,31,316 | |
| ... | ... | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| ... | ... | 113 | 639 | 5,373 | 27,088 | 717 | 2,616 | 30 |
| ... | ... | ... | ... | 31 | 28 | 1 | 1 | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | 32 |
| 46,020 | 40,829 | 4 | 18 | 46,418 | 41,653 | 146 | 115 | 35 |
| ... | ... | 9 | 29 | 372 | 1,039 | 49 | 59 | 36 |
| ... | ... | ... | ... | 83 | 161 | 55,476 | 86,135 | 37 |
| 1 | 3 | 8 | 25 | 133 | 310 | 14,513 | 8,758 | 38 |
| ... | ... | 3 | 10 | 58 | 157 | 1 | 4 | 40 |
| ... | ... | ... | ... | 218 | 517 | 6 | 16 | 41 |
| not furnished | ... | ... | ... | ... | ... | ... | ... | 42 |
| ... | ... | 13 | 36 | 207 | 599 | ... | ... | 1 |
| ... | ... | 32 | 121 | 542 | 1,413 | 526 | 549 | 43 |
| ... | ... | 21 | 38 | 335 | 630 | 50 | 73 | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | 24 |
| 28 | 80 | 108 | 523 | 2,230 | 8,026 | 881 | 2,307 | 44 |
| ... | ... | 15 | 21 | 136 | 221 | 228 | 83 | 45 |
| ... | ... | 535 | 3,282 | 535 | 3,282 | 1,629 | 2,200 | 46 |
| 19 | 336 | 325 | 5,614 | 1,937 | 41,286 | 8 | 244 | 47 |
| ... | ... | ... | ... | ... | ... | ... | ... | 48 |
| ... | ... | ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | 50 |
| ... | ... | ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | ... | ... | ... | 52 |
| 1,834,091 | 68,62,717 | 72,377 | 8,83,597 | 3,234,284 | 2,01,62,030 | 2,812,764 | 47,34,476 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | XVIII—*concld.* | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Mineral substances—*concld.* | | | | | |
| | | | (2) Chalk and lime. | | (3) Others. | | Total. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 167 | 168 | 169 | 170 | 171 | 172 | 173 | 174 | 175 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | **5′ 6″ gauge.** | | | | | | |
| 1 | (*a*) to (*c*), (*e*),(*g*) & (*h*) | Bengal-Nagpur ... ... | 166,722 | 3,73,108 | 755 | 7,089 | 302,116 | 5,74,026 |
| 2 | (*a*) to (*e*) & (*m*) to (*o*) | Bombay, Baroda and Central India. | 18,661 | 39,635 | 27 | 43 | 138,123 | 2,57,827 |
| 3 | (*a*) to (*d*) | Eastern Bengal ... ... | 35,218 | 78,376 | ... | ... | 57,306 | 1,04,426 |
| 4 | ... | East Indian ... ... | 151,013 | 7,67,134 | 3,665 | 57,134 | 474,170 | 15,73,978 |
| 5 | (*a*) to (*h*) | Great Indian Peninsula ... | 70,274 | 1,59,098 | 78 | 1,899 | 273,573 | 8,54,062 |
| 6 | (*a*) to (*l*) | Madras and Southern Mahratta | 45,491 | 84,700 | 4,638 | 17,452 | 178,715 | 4,20,677 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | 593 | 3,359 | 1 | 11 | 52,630 | 1,23,243 |
| 8 | (*a*) to (*o*) | North Western ... ... | 101,376 | 2,26,188 | 28 | 515 | 740,124 | 10,35,300 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 64,284 | 58,601 | 486 | 825 | 201,557 | 2,21,190 |
| 10 | (*a*) to (*k*) | South Indian ... ... | 24,152 | 77,821 | 2,055 | 11,981 | 277,309 | 2,99,680 |
| | | **3′ 3½″ gauge.** | | | | | | |
| 11 | ... | Assam-Bengal ... ... | 6,235 | 18,869 | ... | ... | 39,640 | 78,164 |
| 12 | ... | Bengal and North-Western ... | 27,703 | 56,086 | 31 | 409 | 48,689 | 1,12,479 |
| 13 | ... | Bengal Doors ... ... | 585 | 4,096 | ... | ... | 971 | 4,404 |
| 14 | ... | Bhavnagar ... ... | 3,311 | 3,705 | ... | ... | 16,990 | 16,836 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 13,670 | 32,077 | 26 | 217 | 189,855 | 3,12,750 |
| 15 | ... | Burma ... ... | 37,690 | 1,10,451 | 315 | 531 | 331,369 | 5,89,106 |
| 16 | ... | Dibru-Sadiya ... ... | 6,904 | 10,150 | 44 | 359 | 16,122 | 15,343 |
| 17 | ... | Gondal-Porbandar ... | 5,846 | 6,801 | 16 | 53 | 95,753 | 73,622 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad Godavari Valley. | 476 | 2,261 | ... | 1 | 3,218 | 14,053 |
| 18 | ... | Jamnagar ... ... | 82 | 224 | 1 | 1 | 3,901 | 5,207 |
| 19 | ... | Jodhpur-Bikaner ... | 26,512 | 42,863 | 6 | 55 | 83,442 | 1,51,855 |
| 20 | ... | Junagad ... ... | 1,988 | 1,487 | 1,178 | 2,680 | 82,513 | 19,210 |
| 21 | ... | Morvi ... ... | 61 | 121 | ... | ... | 22,493 | 15,937 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 6,381 | 8,355 | 9 | 44 | 15,425 | 21,955 |
| 25 | ... | Udaipur-Chitorgarh ... | 2 | 10 | ... | ... | 1,162 | 2,815 |
| | | Carried over ... | 815,231 | 21,65,526 | 13,359 | 1,01,308 | 3,567,123 | 68,96,150 |

## DIX 11—*contd.*

### *earnings therefrom during the financial year 1913-14.*

over each railway in India and is therefore not the same as the total production and imports.]

| XIX—*continued on following page.* | | | | | | | | Number. |
|---|---|---|---|---|---|---|---|---|
| Oils. | | | | | | | | |
| (1) Kerosine. | | (2) Castor. | | (3) Cocoanut. | | (4) Mustard and rape. | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 176 | 177 | 178 | 179 | 180 | 181 | 182 | 183 | 184 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 48,686 | 5,49,112 | 1,954 | 19,057 | 1,071 | 7,423 | 3,817 | 28,054 | 1 |
| 33,952 | 4,19,549 | 2,922 | 27,690 | 887 | 14,449 | 103 | 717 | 2 |
| 243,473 | 6,55,941 | 213 | 1,597 | 1,764 | 15,203 | 16,900 | 84,653 | 3 |
| 130,458 | 12,46,766 | 1,409 | 12,697 | 1,700 | 15,506 | 9,072 | 74,452 | 4 |
| 84,480 | 12,20,615 | 1,858 | 21,667 | 3,349 | 38,027 | 156 | 2,882 | 5 |
| 89,419 | 6,63,126 | 5,247 | 46,960 | 5,989 | 53,999 | 1 | 6 | 6 |
| 8,974 | 75,678 | 1,262 | 7,012 | 119 | 1,055 | 1 | 18 | 7 |
| 56,387 | 11,37,841 | 552 | 6,874 | 1,937 | 27,413 | 3,847 | 38,859 | 8 |
| 29,881 | 1,76,131 | 1,092 | 6,498 | 149 | 538 | 1,353 | 6,038 | 9 |
| 62,961 | 4,24,827 | 4,014 | 30,560 | 5,298 | 41,485 | 14 | 53 | 10 |
| 40,083 | 1,49,604 | 50 | 632 | 150 | 1,594 | 2,631 | 10,424 | 11 |
| 44,645 | 1,98,568 | 732 | 4,408 | 197 | 1,268 | 3,968 | 26,713 | 12 |
| 3,495 | 15,795 | 8 | 107 | 54 | 302 | 673 | 3,353 | 13 |
| 2,054 | 5,873 | 293 | 894 | 65 | 156 | 213 | 401 | 14 |
| 14,300 | 67,815 | 1,468 | 7,766 | 291 | 2,378 | 1,208 | 10,303 | 2 |
| 25,062 | 2,08,606 | 637 | 7,169 | 630 | 5,954 | 53 | 659 | 15 |
| ... | ... | ... | ... | ... | ... | ... | ... | 16 |
| 2,169 | 6,268 | 151 | 315 | 60 | 156 | 1 | 2 | 17 |
| 4,781 | 45,528 | 797 | 5,793 | 111 | 1,090 | 1 | 23 | 7 |
| 610 | 438 | 9 | 22 | 5 | 5 | ... | 1 | 18 |
| 9,541 | 66,459 | 289 | 1,215 | 85 | 271 | 104 | 514 | 19 |
| 1,697 | 5,893 | 22 | 48 | 38 | 139 | ... | ... | 20 |
| 770 | 2,519 | 74 | 200 | 3 | 10 | 30 | 67 | 21 |
| 4,029 | 15,653 | 51 | 152 | 14 | 80 | 197 | 1,016 | 24 |
| 367 | 1,677 | 8 | 45 | 6 | 40 | 8 | 27 | 25 |
| 942,274 | 73,60,282 | 25,112 | 2,09,378 | 23,472 | 2,28,546 | 44,346 | 2,89,265 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | XVIII—*concld.* Mineral substances—*concld.* | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | (2) Chalk and lime. | | (3) Others. | | Total. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 167 | 168 | 169 | 170 | 171 | 172 | 173 | 174 | 175 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward ... | 815,231 | 21,65,526 | 13,359 | 101,308 | 3,567,123 | 68,98,150 |
| | | **2′ 6″ gauge.** | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | Barasat-Basirhat Light ... | ... | ... | ... | ... | ... | ... |
| 30 | ... | Barsi Light ... ... | 260 | 532 | ... | ... | 977 | 3,148 |
| 31 | ... | Bowringpet-Kolar ... | ... | ... | ... | ... | 1 | 1 |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | ... | ... | ... | .. |
| 35 | ... | Champaner-Shivrajpur Light | 225 | 114 | ... | ... | 371 | 229 |
| 36 | ... | Cutch ... ... ... | 48 | 84 | 16 | 5 | 113 | 148 |
| 37 | ... | Dehri-Rohtas Light ... | 20,784 | 31,442 | ... | ... | 76,260 | 1,17,577 |
| 38 | ... | Dholpur Bari ... ... | 21 | 52 | ... | ... | 14,534 | 8,810 |
| 40 | ... | Godhra-Lunavada ... | 34 | 23 | ... | ... | 35 | 27 |
| 41 | ... | Jessore-Jehenidah Light ... | 15 | 32 | ... | ... | 21 | 48 |
| 42 | ... | Madaya Light ... ... | ... | ... | ... | ... | ... | Information |
| 1 | (*d*) | Mourbhanj ... ... | 22 | 63 | ... | ... | 22 | 63 |
| 43 | ... | Nadiad-Kapadvanj ... | 89 | 112 | ... | ... | 615 | 661 |
| 1 | (*f*) | Parlakimedi Light ... | 12 | 14 | 1 | 1 | 63 | 88 |
| 24 | (*c*) | Powayan Light ... ... | ... | ... | ... | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | 976 | 2,611 | 1 | 8 | 1,858 | 4,926 |
| 45 | ... | Tarkessur-Magra Light ... | 142 | 163 | ... | ... | 370 | 246 |
| 46 | ... | Tezpore-Balipara Light ... | 301 | 904 | ... | ... | 1,930 | 3,104 |
| | | **2′ 0″ gauge.** | | | | | | |
| 47 | ... | Darjeeling-Himalayan ... | 647 | 6,823 | ... | ... | 655 | 7,067 |
| 48 | ... | Gwalior Light ... | ... | ... | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... |
| 51 | ... | Jagadhri Light ... ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... |
| | | Total ... | 838,807 | 22,08,495 | 13,377 | 1,01,322 | 3,664,948 | 70,44,293 |

## DIX 11—*contd.*

### *earnings therefrom during the financial year 1913-14.*

each railway in India and is therefore not the same as the total production and imports.]

XIX—*continued on following page.*

| Oils. | | | | | | | | Number |
|---|---|---|---|---|---|---|---|---|
| (1) Kerosine. | | (2) Castor. | | (3) Cocoanut. | | (4) Mustard and rape. | | Main-head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 176 | 177 | 178 | 179 | 180 | 181 | 182 | 183 | 184 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 942,274 | 73,60,282 | 25,112 | 2,09,378 | 23,472 | 2,28,546 | 44,346 | 2,89,265 | |
| ... | ... | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| 2,712 | 11,087 | 41 | 171 | 161 | 592 | ... | ... | 30 |
| 1 | 1 | ... | ... | ... | ... | ... | ... | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | 32 |
| 37 | 81 | ... | ... | 1 | 1 | ... | ... | 35 |
| 174 | 579 | ... | ... | 2 | 8 | 4 | 13 | 36 |
| 8 | 22 | ... | ... | ... | ... | ... | ... | 37 |
| 79 | 197 | 5 | 12 | ... | ... | 1 | 3 | 38 |
| 11 | 38 | ... | ... | ... | 1 | ... | ... | 40 |
| 52 | 135 | ... | ... | ... | ... | ... | ... | 41 |
| not furnished | ... | ... | ... | ... | ... | ... | ... | 42 |
| 122 | 314 | 1 | 2 | 2 | 5 | 3 | 10 | 1 |
| 163 | 443 | 121 | 341 | 3 | 6 | 3 | 6 | 43 |
| 277 | 203 | 4 | 7 | 1 | 2 | ... | ... | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | 24 |
| 411 | 1,273 | 3 | 8 | 4 | 19 | 40 | 112 | 44 |
| 95 | 152 | 8 | 13 | 12 | 20 | 48 | 77 | 45 |
| ... | ... | ... | ... | 109 | 452 | ... | ... | 46 |
| 988 | 13,052 | 3 | 69 | 3 | 66 | 480 | 7,080 | 47 |
| ... | ... | ... | ... | ... | ... | ... | ... | 48 |
| ... | ... | ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | 50 |
| ... | ... | ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | ... | ... | ... | 52 |
| 947,404 | 73,87,859 | 25,298 | 2,10,001 | 23,770 | 2,29,718 | 44,925 | 2,96,566 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | XIX—*concld.* | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Oils—*concld.* | | | | | |
| | | | (5) Others. | | Total. | | (1) Castor. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 185 | 186 | 187 | 188 | 189 | 190 | 191 | 192 | 193 |
| | | **5′ 6″ gauge.** | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| 1 | (*a*) to (*c*), (*e*), (*g*) & (*h*) | Bengal-Nagpur ... ... | 5,344 | 50,642 | 60,872 | 6,54,293 | 3,653 | 14,153 |
| 2 | (*a*) to (*e*) & (*m*) to (*o*). | Bombay, Baroda and Central India. | 9,953 | 1,24,617 | 47,817 | 5,87,022 | 38,835 | 3,05,938 |
| 3 | (*a*) to (*d*) | Eastern Bengal ... | 4,158 | 14,517 | 266,568 | 7,71,911 | 27 | 127 |
| 4 | ... | East Indian ... ... | 6,444 | 83,937 | 149,083 | 14,33,353 | 41,038 | 2,49,981 |
| 5 | (*c*) to (*h*) | Great Indian Peninsula ... | 18,450 | 2,13,160 | 108,293 | 14,96,351 | 72,409 | 4,92,567 |
| 6 | (*a*) to (*l*) | Madras and Southern Mahratta | 2?,647 | 1,77,142 | 121,303 | 9,41,233 | 32,241 | 1,35,157 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State .. | 978 | 7,810 | 11,334 | 91,573 | 86,111 | 4,75,772 |
| 8 | (*a*) to (*c*) | North Western ... | 7,701 | 93,074 | 70,424 | 13,04,051 | 147 | 1,215 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 1,275 | 9,690 | 33,750 | 1,98,865 | 4,119 | 15,786 |
| 10 | (*a*) to (*l*) | South Indian ... ... | 19,481 | 1,18,673 | 91,768 | 6,15,628 | 5,295 | 23,455 |
| | | **3′ 3½″ gauge.** | | | | | | |
| 11 | ... | Assam Bengal ... ... | 261 | 2,306 | 43,175 | 1,64,560 | 70 | 187 |
| 12 | ... | Bengal and North-Western ... | 515 | 3,844 | 50,057 | 2,34,801 | 16,619 | 45,707 |
| 13 | ... | Bengal Docars ... ... | 103 | 1,308 | 4,333 | 20,865 | ... | ... |
| 14 | ... | Bhavnagar ... ... | 740 | 2,111 | 3,305 | 9,435 | 950 | 2,593 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 3,924 | 24,188 | 21,186 | 1,12,450 | 27,046 | 69,381 |
| 15 | ... | Burma ... ... | 13,004 | 93,934 | 39,386 | 3,16,322 | 99 | 1,387 |
| 16 | ... | Dibru-Sadiya ... ... | 14,255 | 53,425 | 14,255 | 53,425 | ... | ... |
| 17 | ... | Gondal-Porbandar ... | 480 | 1,870 | 2,870 | 8,611 | 2,886 | 8,326 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad Godavari Valley. | 1,276 | 11,814 | 6,906 | 64,248 | 2,715 | 22,568 |
| 18 | ... | Jamnagar ... ... | 35 | 121 | 639 | 587 | 3,039 | 2,226 |
| 19 | ... | Jodhpur-Bikaner ... | 1,439 | 6,531 | 11,458 | 74,990 | 2 | 6 |
| 20 | ... | Junagad ... ... | 276 | 822 | 2,033 | 6,902 | 1,146 | 3,267 |
| 21 | ... | Morvi ... ... | 232 | 751 | 1,109 | 3,547 | 33 | 193 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 290 | 1,868 | 4,581 | 18,769 | 3,791 | 10,720 |
| 25 | ... | Udaipur-Chitorgarh ... | 28 | 212 | 417 | 2,001 | 1 | 7 |
| | | Carried over ... | 131,298 | 10,98,337 | 1,166,562 | 91,85,808 | 342,322 | 18,80,716 |

## DIX 11—*contd.*

*earnings therefrom during the financial year 1913-14.*

over each railway in India and is therefore not the same as the total production and imports ]

XX—(*continued on following page*).

OIL-SEEDS.

| (2) Earthnuts. | | (3) Linseed. | | (4) Poppy. | | (5) Rape and mustard. | | Main head. |
|---|---|---|---|---|---|---|---|---|
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 194 | 195 | 196 | 197 | 198 | 199 | 200 | 201 | 202 |
| Tons. | Rs. | Tons. | Rs. | Tons | Rs. | Tons. | Rs. | |
| 24,052 | 1,26,312 | 41,059 | 3,32,033 | 933 | 4,519 | 16,214 | 97,560 | 1 |
| 2,402 | 27,471 | 48,934 | 5,16,614 | 11,333 | 1,27,186 | 24,348 | 2,48,024 | 2 |
| ... | ... | 29,076 | 87,553 | ... | ... | 34,386 | 1,30,830 | 3 |
| 622 | 5,644 | 202,258 | 12,82,441 | 6,952 | 43,517 | 218 606 | 15,72,512 | 4 |
| 62,574 | 5,56,947 | 205,730 | 24,78,778 | 10,596 | 1,27,245 | 44,168 | 4,43,487 | 5 |
| 177,935 | 10,38,095 | 9,167 | 92,816 | 904 | 8,417 | 3,039 | 21,264 | 6 |
| 310 | 2,609 | 11,034 | 24,604 | 148 | 1,023 | 21 | 140 | 7 |
| 736 | 11,290 | 2,702 | 33,489 | 1,132 | 9,153 | 236,757 | 26,46,926 | 8 |
| 171 | 1,967 | 27,093 | 1,26,477 | 9,220 | 41,332 | 42,362 | 2,10,275 | 9 |
| 188,842 | 7,64,084 | 11 | 82 | 305 | 2,366 | 2,011 | 10,873 | 10 |
| ... | ... | 179 | 520 | 2 | 11 | 6,534 | 23,755 | 11 |
| 62 | 615 | 101,239 | 4,30,207 | 2,075 | 10,050 | 75,437 | 3,89,495 | 12 |
| ... | .. | ... | ... | .8 | ... | 913 | 1,764 | 13 |
| 398 | 1,733 | ... | ... | 7 | 33 | 75 | 184 | 14 |
| 1,034 | 7,755 | 25,680 | 48,533 | 10,373 | 25,102 | 70,225 | 2,88,772 | 2 |
| 8,329 | 97,154 | 9 | 85 | ... | 9 | 6 | 76 | 15 |
| ... | ... | ... | ... | ... | ... | ... | ... | 16 |
| 200 | 926 | 5 | 15 | 2 | 9 | 16 | 39 | 17 |
| 196 | 1,453 | 17,263 | 1,27,808 | 67 | 562 | 32 | 212 | 7 |
| 6 | 7 | ... | ... | 1 | 2 | 2 | 5 | 18 |
| 100 | 590 | 469 | 1,405 | 81 | 304 | 85,890 | 2,78,490 | 19 |
| 103 | 348 | ... | ... | 3 | 12 | 3 | 8 | 20 |
| 22 | 93 | ... | ... | 3 | 10 | 11 | 36 | 21 |
| 36 | 233 | 9,070 | 23,450 | 3,866 | 9,197 | 9,152 | 28,712 | 24 |
| 10 | 85 | 68 | 184 | 150 | 423 | 29 | 102 | 25 |
| 463,140 | 26,45,411 | 731,046 | 56,07,094 | 58,143 | 4,10,482 | 870,169 | 63,49,536 | |

## APPEN

### *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | XIX—*concld.* | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | Oils—*concld.* | | | | | |
| | | | (5) Others. | | Total. | | (1) Castor. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 185 | 186 | 187 | 188 | 189 | 190 | 191 | 192 | 193 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward ... | 131,298 | 10,98,337 | 1,116,502 | 91,85,803 | 312,322 | 18,50,718 |
| | | **2′ 6″ gauge.** | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | Baraset-Basirhat Light ... | ... | ... | ... | ... | ... | ... |
| 30 | ... | Barsi Light ... ... | 869 | 2,873 | 3,783 | 14,723 | 105 | 522 |
| 31 | ... | Bowringpet-Kolar ... | 1 | 2 | 2 | 3 | 10 | 10 |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | ... | ... | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light | 14 | 27 | 52 | 109 | 109 | 100 |
| 36 | ... | Cutch ... ... | 22 | 55 | 202 | 655 | 806 | 231 |
| 37 | ... | Debri-Rohtas Light ... | ... | ... | 8 | 22 | ... | ... |
| 38 | ... | Dholpur-Beri ... .. | ... | 1 | 85 | 213 | 128 | 290 |
| 40 | ... | Godhra-Lunavada ... | 6 | 17 | 17 | 56 | ... | ... |
| 41 | ... | Jessore-Jhenidah Light ... | ... | ... | 52 | 135 | ... | ... |
| 42 | ... | Madaya Light ... ... | ... | ... | ... | ... | ... | Information |
| 1 | (*d*) | Mourbhanj ... ... | 2 | 5 | 130 | 336 | 1 | 5 |
| 43 | ... | Nadiad-Kapadvanj ... | 36 | 94 | 326 | 890 | 311 | 651 |
| 1 | (*f*) | Parlakimedi Light ... | 17 | 18 | 299 | 230 | 63 | 60 |
| 24 | (*c*) | Powayan Light ... ... | ... | ... | ... | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | 63 | 170 | 521 | 1,582 | 5 | 9 |
| 45 | ... | Tarkessur-Magra Light ... | 3 | 5 | 166 | 267 | ... | ... |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | 109 | 452 | ... | ... |
| | | **2′ 0″ gauge.** | | | | | | |
| 47 | ... | Darjeeling-Himalayan ... | 36 | 781 | 1,510 | 21,048 | ... | ... |
| 48 | ... | Gwalior Light ... ... | ... | ... | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... |
| 51 | ... | Jagadhri Light ... ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... |
| | | Total ... | 132,367 | 11,02,385 | 1,178,764 | 92,26,529 | 343,857 | 18,82,596 |

## DIX 11—*contd.*

### *earnings therefrom during the financial year 1913-14.*

over each railway in India and is therefore not the same as the total production and imports.]

| XX—(*continued on following page*). | | | | | | | | Number. |
|---|---|---|---|---|---|---|---|---|
| Oil seeds. | | | | | | | | |
| (2) Earthnuts. | | (3) Linseed. | | (4) Poppy. | | (5) Rape and mustard. | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 194 | 195 | 196 | 197 | 198 | 199 | 200 | 201 | 202 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 463,140 | 26,45,411 | 731,046 | 56,07,094 | 58,143 | 4,10,482 | 870,169 | 63,49,536 | |
| ... | ... | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| 18,784 | 59,695 | 11,790 | 55,399 | 25 | 102 | 70 | 343 | 30 |
| ... | ... | ... | ... | ... | ... | ... | ... | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | 32 |
| 3 | 8 | ... | ... | ... | ... | ... | ... | 35 |
| 52 | 172 | ... | ... | ... | 1 | ... | ... | 36 |
| ... | ... | ... | ... | ... | ... | ... | ... | 37 |
| 7 | 16 | ... | ... | ... | ... | 255 | 579 | 38 |
| 1 | 1 | 7 | 13 | ... | 1 | 15 | 29 | 40 |
| ... | ... | ... | ... | ... | ... | 105 | 186 | 41 |
| not furnished. | ... | ... | ... | ... | ... | ... | ... | 42 |
| ... | ... | 15 | 44 | ... | ... | 141 | 336 | 1 |
| 8 | 30 | ... | ... | 1 | 3 | 115 | 263 | 43 |
| 249 | 210 | ... | ... | ... | ... | 84 | 76 | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | 24 |
| 15 | 48 | ... | ... | ... | 1 | 855 | 1,569 | 44 |
| ... | ... | ... | ... | ... | ... | 95 | 122 | 45 |
| ... | ... | ... | ... | ... | ... | 18 | 104 | 46 |
| 58 | 1,385 | 1 | 21 | ... | ... | ... | ... | 47 |
| ... | ... | ... | ... | ... | ... | ... | ... | 48 |
| ... | ... | ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | 50 |
| ... | ... | ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | ... | ... | ... | 52 |
| 482,317 | 27,06,976 | 742,859 | 56,62,571 | 58,169 | 4,10,590 | 871,922 | 63,53,143 | |

*Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | XX—*concld.* | | | | | | XXI. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Oil-seeds—*concld.* | | | | | | | |
| | | | (6) Til or jinjili. | | (7). Others. | | Total. | | Opium. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 203 | 204 | 205 | 206 | 207 | 208 | 209 | 210 | 211 | 212 | 213 |
| | | **5′ 6″ gauge.** | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| 1 | (*a*) to (*c*), (*e*), (*g*) & (*k*) | Bengal-Nagpur ... ... | 53,417 | 3,49,607 | 25,427 | 1,49,142 | 164,755 | 10,73,326 | 166 | 5,651 |
| 2 | (*a*) to (*e*) & (*m*) to (*o*) | Bombay, Baroda and Central India. | 28,491 | 2,39,845 | 123,486 | 8,68,698 | 277,829 | 23,33,776 | 270 | 10,333 |
| 3 | (*a*) to (*d*) | Eastern Bengal ... | 338 | 1,821 | 1,423 | 6,105 | 65,200 | 2,26,436 | 38 | 613 |
| 4 | ... | East Indian ... ... | 11,440 | 72,261 | 60,256 | 3,80,497 | 541,172 | 36,06,353 | 1,429 | 32,990 |
| 5 | (*a*) to (*h*) | Great Indian Peninsula ... | 104,995 | 10,08,930 | 307,627 | 30,92,847 | 808,089 | 82,01,801 | 138 | 4,830 |
| 6 | (*a*) to (*l*) | Madras and Southern Mahratta | 51,069 | 3,66,856 | 126,246 | 11,10,067 | 400,601 | 27,72,672 | 47 | 1,496 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | 28,596 | 2,19,529 | 18,233 | 76,644 | 144,455 | 8,00,321 | ... | ... |
| 8 | (*a*) to (*e*) | North Western ... | 24,340 | 1,73,132 | 13,212 | 68,480 | 279,066 | 29,43,685 | 93 | 3,139 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 4,611 | 23,906 | 22,192 | 1,09,852 | 109,708 | 5,29,595 | 590 | 17,474 |
| 10 | (*a*) to (*k*) | South Indian ... ... | 45,470 | 2,46,026 | 686 | 3,830 | 237,620 | 10,50,716 | 2 | 60 |
| | | **3′ 3⅜″ gauge.** | | | | | | | | |
| 11 | ... | Assam-Bengal ... ... | 1,117 | 4,224 | 116 | 505 | 8,018 | 35,202 | 5 | 98 |
| 12 | ... | Bengal and North-Western ... | 3,283 | 13,346 | 9,540 | 37,454 | 208,261 | 3,81,874 | 3,779 | 66,566 |
| 13 | ... | Bengal Dooars ... ... | ... | ... | 266 | 3,020 | 1,179 | 4,784 | ... | ... |
| 14 | ... | Bhavnagar ... ... | 3,513 | 10,549 | 10,438 | 29,996 | 15,381 | 45,088 | 4 | 28 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 29,194 | 1,44,157 | 91,332 | 6,46,250 | 254,884 | 12,29,950 | 1,447 | 48,397 |
| 15 | ... | Burma ... ... | 7,879 | 51,568 | 3,057 | 18,781 | 19,379 | 1,69,060 | 18 | 361 |
| 16 | ... | Dibru-Sadiya ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 17 | ... | Gondal-Porbandar ... | 5,197 | 13,343 | 14,533 | 46,885 | 22,839 | 70,043 | 3 | 30 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | 6,045 | 48,753 | 44,250 | 3,45,282 | 70,568 | 5,46,638 | ... | ... |
| 18 | ... | Jamnagar ... ... | 460 | 1,219 | 4,521 | 6,187 | 8,029 | 9,646 | 2 | 13 |
| 19 | ... | Jodhpur-Bikaner ... | 12,578 | 50,759 | †24,446 | ‡51,782 | 123,566 | 3,83,336 | 40 | 725 |
| 20 | ... | Junagad ... ... | 872 | 2,187 | 7,445 | 18,457 | 9,572 | 24,274 | ... | ... |
| 21 | ... | Morvi ... ... | 1,020 | 3,781 | 4,728 | 16,706 | 5,867 | 20,818 | 24 | 227 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 3,335 | 9,766 | 2,954 | 8,812 | 32,204 | 90,390 | 180 | 3,437 |
| 25 | ... | Udaipur-Chitorgarh ... | 1,216 | 4,912 | 413 | 1,573 | 1,887 | 7,286 | 49 | 348 |
| | | Carried over ... | 423,476 | 30,65,977 | 916,833 | 70,97,852 | 3,810,129 | 270,87,070 | 8,324 | 1,96,816 |

† Includes 22,093 tons of cotton seeds.
‡ Includes Rs. 46,047 for cotton seeds.

## DIX 11—*contd.*

### *earnings therefrom during the financial year 1913-14.*

each railway in India and is therefore not the same as the total production and imports.]

| XXII. | | XXIII | | | | | | | | Number. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Provisions. | | | | | | | | |
| Paper and pasteboard. | | (1) Dried fruits and nuts. | | (2) Ghee. | | (3) Others. | | Total. | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 214 | 215 | 216 | 217 | 218 | 219 | 220 | 221 | 222 | 223 | 224 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 1,450 | 23,997 | 13,587 | 1,30,479 | 3,903 | 55,100 | 6,744 | 92,697 | 24,234 | 2,78,276 | 1 |
| 4,578 | 85,949 | 21,491 | 2,78,411 | 5,693 | 77,508 | 24,243 | 2,07,473 | 54,432 | 5,63,392 | 2 |
| 17,637 | 42,475 | 1,232 | 6,218 | 1,514 | 13,189 | 8,411 | 66,525 | 11,187 | 85,962 | 3 |
| 15,957 | 2,73,125 | 7,575 | 1,14,300 | 14,646 | 3,29,124 | 94,121 | 13,39,992 | 116,342 | 17,83,416 | 4 |
| 6,319 | 88,013 | 44,049 | 6,07,369 | 8,898 | 1,27,458 | 31,339 | 3,58,840 | 84,286 | 10.93,667 | 5 |
| 3,905 | 57,100 | 62,380 | 4,56,142 | 8,390 | 63,474 | 30,452 | 2,46,905 | 101,222 | 7,66,521 | 6 |
| 800 | 7,555 | 12,947 | 1,22,054 | 1,227 | 16,259 | 3,006 | 25,821 | 17,180 | 1,64,134 | 7 |
| 7,414 | 1,15,610 | 30,199 | 5,03,368 | 10,957 | 1,03,060 | 10,455 | 2,30,221 | 51,611 | 8,36,649 | 8 |
| 3,991 | 33,766 | 1,821 | 15,037 | 2,066 | 16,32) | 5,293 | 72,323 | 9,180 | 1,03,680 | 9 |
| 5,743 | 96,866 | 4,666 | 31,298 | 2,62) | 28,467 | 58,685 | 4,40,148 | 65,974 | 4,99,913 | 10 |
| 497 | 4,699 | 1,321 | 12,008 | 337 | 4,216 | 4,181 | 37,018 | 5,839 | 53,242 | 11 |
| 3,680 | 15,209 | 1,852 | 22,676 | 5,486 | 48,960 | 10,497 | 56,752 | 17,835 | 1,28,388 | 12 |
| 93 | 517 | 66 | 172 | 30 | 200 | 1,483 | 10,286 | 1,579 | 10,658 | 13 |
| 157 | 717 | 1,395 | 5,953 | 2,180 | 7,306 | 2,213 | 7,266 | 5,788 | 20,525 | 14 |
| 1,832 | 17,577 | 13,699 | 93,533 | 9,158 | 67,599 | 10,949 | 67,104 | 33,806 | 2,28,236 | 2 |
| 1,155 | 14,433 | 1,384 | 12,724 | 923 | 14,881 | 53,449 | 5,83,609 | 55,761 | 6,11,214 | 15 |
| ... | ... | ... | ... | ... | ... | 1,058 | 9,096 | 1,058 | 9,096 | 16 |
| 45 | 178 | 1,368 | 3,775 | 2,051 | 8,275 | 5,171 | 14,324 | 8,590 | 25,374 | 17 |
| 333 | 4,353 | 3,139 | 35,234 | 401 | 4,670 | 8,561 | 37,425 | 12,101 | 77,329 | 7 |
| 20 | 63 | 80 | 135 | 51 | 154 | 3,197 | 7,161 | 3,328 | 7,450 | 18 |
| 490 | 3,280 | 3,881 | 17,669 | 5,150 | 36,276 | 2,811 | 16,143 | 11,842 | 70,088 | 19 |
| 109 | 484 | 737 | 2,707 | 1,106 | 3,333 | 4,469 | 13,489 | 6,312 | 19,529 | 20 |
| 47 | 262 | 2,372 | 6,875 | 209 | 712 | 1,067 | 5,258 | 3,648 | 12,845 | 21 |
| 460 | 2,760 | 1,331 | 10,173 | 455 | 2,863 | 1,590 | 8,553 | 3,376 | 21,589 | 24 |
| 53 | 325 | 423 | 2,947 | 82 | 599 | 458 | 1,873 | 963 | 5,419 | 25 |
| 76,710 | 8,39,318 | 236,000 | 24,91,287 | 87,576 | 10,30,003 | 383,903 | 39,56,302 | 707,479 | 74,77,592 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over

| Classification No. of Railway (Detailed in "Index" to Appendix I). | | Railway system. | XX—*concld.* | | | | | | XXI. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Oil seeds—*concld.* | | | | | | | |
| | | | (6) Til or jinjili. | | (7) Others. | | Total. | | Opium. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 203 | 204 | 205 | 206 | 207 | 208 | 209 | 210 | 211 | 212 | 213 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward ... | 428,476 | 30,65,977 | 916,833 | 70,97,852 | 3,810,129 | 2,70,57,670 | 8,324 | 196,816 |
| | | **2′ 6″ gauge.** | | | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | Baraset-Basirhat Light ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 30 | ... | Barsi Light ... ... | 417 | 1,223 | 23,139 | 1,00,634 | 54,330 | 2,17,921 | ... | ... |
| 31 | ... | Bowringpet-Kolar ... | 1 | 1 | 2 | 2 | 13 | 13 | ... | ... |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light | 6 | 6 | 566 | 635 | 684 | 749 | ... | ... |
| 36 | ... | Cutch ... ... | 102 | 310 | 147 | 313 | 1,107 | 1,027 | 2 | 8 |
| 37 | ... | Dehri-Rohtas Light ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 38 | ... | Dholpur-Bari ... ... | 21 | 56 | 412 | 954 | 823 | 1,395 | ... | ... |
| 40 | ... | Godhra-Lunavada ... | 71 | 121 | 2 | 5 | 96 | 170 | ... | ... |
| 41 | ... | Jessore-Jhenidah Light ... | ... | ... | ... | ... | 105 | 186 | ... | ... |
| 42 | ... | Madaya Light ... ... | ... | ... | ... | ... | ... | ... | Information | |
| 1 | (*d*) | Mourbhanj ... ... | 115 | 219 | 1,046 | 2,001 | 1,313 | 2,605 | ... | ... |
| 43 | ... | Nadiad-Kapadvanj ... | 129 | 316 | 1,946 | 4,190 | 2,510 | 5,453 | ... | ... |
| 1 | (*f*) | Parlakimedi Light ... | 277 | 369 | 775 | 523 | 1,445 | 1,238 | ... | ... |
| 24 | (*e*) | Powayan Light ... | ... | ... | 2,092 | 2,533 | 2,092 | 2,533 | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | 19 | 55 | 5,151 | 10,260 | 6,045 | 11,942 | ... | ... |
| 45 | ... | Tarkessur-Magra Light ... | ... | ... | ... | ... | 95 | 122 | ... | ... |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | 60 | 293 | 78 | 397 | ... | ... |
| | | **2′ 0″ gauge.** | | | | | | | | |
| 47 | ... | Darjeeling-Himalayan ... | ... | 3 | ... | ... | 59 | 1,409 | ... | 20 |
| 48 | ... | Gwalior Light ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 51 | ... | Jagadhri Light ... .. | ... | ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | Total ... | 423,634 | 30,68,659 | 952,171 | 72,20,195 | 3,880,929 | 2,78,04,730 | 8,326 | 1,96,844 |

## DIX 11—*contd.*

### *earnings therefrom during the financial year 1913-14.*

each railway in India and is therefore not the same as the total production and imports.]

| XXII. | | XXIII. | | | | | | | | Number. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Provisions. | | | | | | | | |
| Paper and pastebcard. | | (1) Dried fruits and nuts. | | (2) Ghee. | | (3) Others. | | Total. | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 214 | 215 | 216 | 217 | 218 | 219 | 220 | 221 | 222 | 223 | 224 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 76,710 | 8,89,318 | 236,000 | 24,01,287 | 87,576 | 10,30,003 | 383,903 | 39,56,302 | 707,479 | 74,77,592 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| 136 | 650 | 1,466 | 6,599 | 167 | 796 | 293 | 1,587 | 1,926 | 8,982 | 30 |
| 2 | 5 | 2 | 3 | ... | ... | 153 | 161 | 155 | 164 | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 32 |
| 1 | 5 | 63 | 181 | 4 | 14 | 861 | 1,777 | 928 | 1,972 | 35 |
| 8 | 25 | 1,241 | 4,098 | 4 | 8 | 13 | 41 | 1,258 | 4,147 | 36 |
| ... | ... | 4 | 8 | 10 | 22 | ... | ... | 14 | 30 | 37 |
| ... | ... | 15 | 39 | 211 | 579 | 14 | 50 | 240 | 668 | 38 |
| 1 | 4 | 18 | 53 | 6 | 20 | 9 | 24 | 33 | 102 | 40 |
| ... | ... | ... | ... | 8 | 10 | ... | ... | 8 | 10 | 41 |
| not furnished | ... | ... | ... | ... | ... | ... | ... | ... | ... | 42 |
| 3 | 7 | 3 | 8 | 7 | 21 | 22 | 63 | 32 | 92 | 1 |
| 6 | 20 | 165 | 561 | 41 | 141 | 527 | 974 | 733 | 1,676 | 43 |
| 2 | 4 | 130 | 195 | 1 | 1 | 87 | 100 | 218 | 296 | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 24 |
| 9 | 42 | 111 | 514 | 58 | 240 | 313 | 989 | 482 | 1,743 | 44 |
| 3 | 11 | ... | ... | 11 | 30 | 38 | 82 | 49 | 112 | 45 |
| ... | ... | ... | ... | 30 | 129 | ... | ... | 30 | 129 | 46 |
| 75 | 2,045 | 2 | 59 | 42 | 684 | 3,640 | 52,517 | 3,684 | 53,260 | 47 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 48 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 50 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 52 |
| 76,956 | 8,93,136 | 239,220 | 25,03,610 | 88,176 | 10,32,698 | 389,873 | 40,14,667 | 717,269 | 75,50,975 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Railway plant and rolling-stock car- | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | (1) Locomotive engines and tenders, and parts thereof. | | (2) Carriages and trucks and parts thereof. | | (a) Steel rails and fish-plates. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 225 | 226 | 227 | 228 | 229 | 230 | 231 | 232 | 233 |
| | | **5′ 6″ gauge.** | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| 1 | (*a*) to (*c*), (*e*), (*g*) & (*h*) | Bengal-Nagpur ... ... | 135 | 2,088 | 1,286 | 14,407 | 12,535 | 69,939 |
| 2 | (*a*) to (*e*) & (*m*) to (*o*). | Bombay, Baroda and Central India. | 51 | 426 | 574 | 3,020 | 3,932 | 25,548 |
| 3 | (*a*) to (*d*) | Eastern Bengal ... | 33 | 42 | 565 | 1,019 | 11,749 | 44,723 |
| 4 | ... | East Indian ... ... | 657 | 7,787 | 4,836 | 59,691 | 16,217 | 1,06,860 |
| 5 | (*a*) to (*h*) | Great Indian Peninsula ... | 58 | 809 | 740 | 1,615 | 22,440 | 92,792 |
| 6 | (*a*) to (*l*) | Madras and Southern Mahratta | 3,801 | 11,932 | 822 | 11,843 | 8,270 | 44,097 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | ... | ... | 42 | 479 | 904 | 3,082 |
| 8 | (*a*) to (*o*) | North Western ... | 571 | 1,116 | 12,901 | 7,312 | 897 | 2,632 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | ... | ... | ... | ... | 462 | 4,504 |
| 10 | (*a*) to (*k*) | South Indian ... ... | 133 | 370 | 67 | 167 | 778 | 2,912 |
| | | **3′ 3½″ gauge.** | | | | | | |
| 11 | ... | Assam-Bengal ... ... | ... | ... | 5 | 103 | 661 | 6,744 |
| 12 | ... | Bengal and North-Western ... | ... | ... | ... | ... | ... | ... |
| 13 | ... | Bengal Dooars ... ... | ... | ... | ... | ... | 4 | 11 |
| 14 | ... | Bhavnagar ... ... | 22 | 47 | 25 | 36 | 1,061 | 1,385 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 49 | 131 | 7 | 94 | 1,867 | 5,907 |
| 15 | ... | Burma ... ... | ... | ... | ... | ... | 921 | 9,640 |
| 16 | ... | Dibru-Sadiya ... ... | ... | ... | ... | ... | ... | ... |
| 17 | ... | Gondal-Porbandar ... | 13 | 55 | 114 | 87 | 675 | 3,218 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | ... | ... | ... | ... | 113 | 710 |
| 18 | ... | Jamnagar ... ... | 2 | 2 | ... | ... | ... | ... |
| 19 | ... | Jodhpur-Bikaner ... | 1,385 | 4,132 | 965 | 2,790 | 588 | 1,632 |
| 20 | ... | Junagad ... ... | ... | ... | ... | ... | 396 | 101 |
| 21 | ... | Morvi ... ... | ... | ... | 2 | 13 | 367 | 415 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | ... | ... | ... | ... | 67 | 310 |
| 25 | ... | Udaipur-Chitorgarh ... | ... | ... | ... | ... | ... | 3 |
| | | Carried over ... | 7,210 | 28,937 | 22,951 | 1,02,681 | 84,934 | 4,27,165 |

## DIX 11—*contd.*

*earnings therefrom during the financial year 1913-14.*

ach railway in India and is therefore not the same as the total production and imports.]

| XXIV. | | | | | | XXV. | | Number. |
|---|---|---|---|---|---|---|---|---|
| RED FOR THE PUBLIC AND FOREIGN RAILWAYS. | | | | | | | | |
| (3) *Materials.* | | | | | | | | |
| (b) Sleepers and keys of steel and cast-iron. | | (c) Others. | | Total. | | Salt. | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 234 | 235 | 236 | 237 | 238 | 239 | 240 | 241 | 242 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 1,189 | 9,663 | 58,734 | 2,89,624 | 73,879 | 3,85,721 | 141,146 | 9,41,977 | 1 |
| 903 | 5,907 | 25,626 | 1,00,830 | 32,086 | 1,85,731 | 213,558 | 8,21,259 | 2 |
| 2,908 | 7,233 | 23,946 | 43,746 | 39,261 | 96,763 | 113,867 | 5,45,378 | 3 |
| 7,718 | 54,226 | 188,843 | 2,92,613 | 218,571 | 5,21,177 | 315,630 | 13,73,720 | 4 |
| 17,015 | 31,620 | 13,968 | 71,150 | 54,221 | 2,47,986 | 259,977 | 20,09,347 | 5 |
| 433 | 1,945 | 80 | 368 | 13,406 | 70,190 | 146,435 | 9,70,447 | 6 |
| 172 | 404 | ... | ... | 1,118 | 3,965 | 40,117 | 2,14,403 | 7 |
| 13 | 40 | 35,675 | 1,72,308 | 50,057 | 1,83,408 | 155,840 | 9,73,921 | 8 |
| 42 | 301 | 701 | 5,490 | 1,235 | 10,295 | 57,837 | 3,14,332 | 9 |
| ... | ... | 136 | 443 | 1,114 | 3,892 | 140,304 | 5,81,072 | 10 |
| 74 | 697 | 3 | 42 | 743 | 7,586 | 41,920 | 1,50,316 | 11 |
| ... | ... | ... | ... | ... | ... | 126,688 | 5,55,101 | 12 |
| ... | ... | ... | ... | 4 | 11 | 5,377 | 16,284 | 13 |
| 4 | 4 | 3,167 | 3,396 | 4,279 | 4,868 | 2,338 | 3,402 | 14 |
| 142 | 239 | 289 | 886 | 2,354 | 7,257 | 287,085 | 20,10,620 | 2 |
| 87 | 211 | ... | ... | 1,008 | 9,851 | 29,746 | 3,10,195 | 15 |
| ... | ... | ... | ... | ... | ... | 1,096 | 4,823 | 16 |
| ... | ... | 1,541 | 2,080 | 2,343 | 5,440 | 2,229 | 6,092 | 17 |
| 75 | 561 | ... | ... | 188 | 1,271 | 15,902 | 1,28,437 | 7 |
| ... | ... | 45 | 52 | 47 | 54 | 157 | 391 | 18 |
| 50 | 184 | 9,039 | 21,836 | 12,027 | 30,574 | 50,488 | 2,40,608 | 19 |
| ... | ... | 434 | 147 | 830 | 248 | 1,612 | 2,165 | 20 |
| ... | ... | 28 | 58 | 397 | 486 | 980 | 1,417 | 21 |
| ... | ... | 7,300 | 27,457 | 7,367 | 27,767 | 23,482 | 1,18,747 | 24 |
| ... | ... | ... | ... | ... | 3 | 970 | 4,480 | 25 |
| 30,625 | 1,63,235 | 370,555 | 10,32,521 | 516,475 | 17,54,539 | 2,180,331 | 1,22,98,937 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Railway plant and rolling-stock car- | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | (1) Locomotive engines and tenders, and parts thereof. | | (2) Carriages and trucks and parts thereof. | | (a) Steel rails and fish-plates. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 225 | 226 | 227 | 228 | 229 | 230 | 231 | 232 | 233 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward ... | 7,210 | 28,937 | 22,951 | 1,02,681 | 84,934 | 4,27,165 |
| | | **2' 6" gauge.** | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | Baraset-Basirhat Light ... | ... | ... | ... | ... | ... | ... |
| 30 | ... | Barsi Light ... ... | ... | ... | ... | ... | 66 | 199 |
| 31 | ... | Bowringpet-Kolar ... | ... | ... | ... | ... | ... | ... |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | ... | ... | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light | 7 | 26 | ... | ... | ... | ... |
| 36 | ... | Cutch ... ... | ... | ... | 7 | 13 | ... | ... |
| 37 | ... | Dehri-Rohtas Light ... | ... | ... | ... | ... | ... | ... |
| 38 | ... | Dholpur-Bari ... ... | ... | ... | ... | ... | ... | ... |
| 40 | ... | Godhra-Lunavada ... | ... | ... | ... | ... | ... | ... |
| 41 | ... | Jessore-Jhenidah Light ... | ... | ... | ... | ... | ... | ... |
| 42 | ... | Madaya Light ... ... | ... | ... | ... | ... | ... | Information |
| 1 | (*d*) | Mourbhanj ... ... | ... | ... | ... | ... | 1 | 3 |
| 43 | ... | Nadiad-Kapadvanj ... | ... | ... | ... | ... | ... | ... |
| 1 | (*f*) | Parlakimedi Light ... | ... | ... | ... | ... | 5 | 4 |
| 24 | (*c*) | Powayan Light ... | ... | ... | ... | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | ... | ... | 16 | 30 | ... | ... |
| 45 | ... | Tarkessur-Magra Light ... | ... | ... | ... | ... | ... | ... |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | ... | ... | ... | ... |
| | | **2' 0" gauge.** | | | | | | |
| 47 | ... | Darjeeling-Himalayan ... | ... | ... | ... | ... | ... | ... |
| 48 | ... | Gwalior Light ... ... | ... | ... | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... |
| 51 | ... | Jagadhri Light ... ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... |
| | | Total ... | 7,217 | 28,963 | 21,974 | 1,02,724 | 85,006 | 4,27,371 |

# DIX 11—*contd.*

## *earnings therefrom during the financial year 1913-14.*

each railway in India and is therefore not the same as the total production and imports.]

| XXIV. | | | | | | XXV. | | Number. |
|---|---|---|---|---|---|---|---|---|
| RIED FOR THE PUBLIC AND FOREIGN RAILWAYS. | | | | | | | | |
| (3) *Materials.* | | | | Total. | | Salt. | | |
| (b) Sleepers and keys of steel and cast-iron. | | (c) Others. | | | | | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 234 | 235 | 236 | 237 | 238 | 239 | 240 | 241 | 242 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 30,825 | 1,63,235 | 370,555 | 10,32,521 | 516,475 | 17,54,539 | 2,180,331 | 1,22,98,937 | |
| ... | ... | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| 13 | 36 | 13 | 40 | 92 | 275 | 6,874 | 27,674 | 30 |
| ... | ... | 5 | 2 | 5 | 2 | 87 | 125 | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | 32 |
| 596 | 240 | 34 | 10 | 637 | 276 | 74 | 137 | 35 |
| ... | ... | 32 | 15 | 39 | 28 | 30 | 25 | 36 |
| ... | ... | ... | ... | ... | ... | 39 | 77 | 37 |
| ... | ... | 1 | 2 | 1 | 2 | 355 | 802 | 38 |
| ... | ... | ... | ... | ... | ... | 31 | 78 | 40 |
| ... | ... | ... | ... | ... | ... | 162 | 347 | 41 |
| not furnished. | ... | ... | ... | ... | ... | ... | ... | 42 |
| ... | ... | 2,415 | 5,021 | 2,416 | 5,024 | 1,449 | 2,888 | 1 |
| ... | ... | ... | ... | ... | ... | 258 | 689 | 43 |
| ... | ... | ... | ... | 5 | 4 | 1,054 | 509 | 1 |
| ... | ... | ... | ... | ... | ... | 1,560 | 1,583 | 24 |
| ... | ... | 32 | 46 | 48 | 76 | 1,172 | 2,493 | 44 |
| ... | ... | ... | ... | ... | ... | 188 | 255 | 45 |
| 155 | 707 | ... | ... | 155 | 707 | 68 | 353 | 46 |
| ... | ... | ... | ... | ... | ... | 1,652 | 24,819 | 47 |
| ... | ... | ... | ... | ... | ... | ... | ... | 48 |
| ... | ... | ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | 50 |
| ... | ... | ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | ... | ... | ... | 52 |
| 31,599 | 1,64,218 | 373,087 | 10,37,657 | 519,873 | 17,60,933 | 2,195,384 | 1,28,61,791 | |

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | XXVI. Saltpetre and other saline substances. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | (1) Saltpetre. | | (2) Other saline substances. | | Total. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 243 | 244 | 245 | 246 | 247 | 248 | 249 | 250 | 251 |
| | | 5′ 6″ gauge. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| 1 | (a) to (c), (e), (g) & (k) | Bengal-Nagpur ... ... | 460 | 4,403 | 694 | 4,656 | 1,154 | 9,059 |
| 2 | (a) to (c) & (m) to (o) | Bombay, Baroda and Central India | 2,254 | 18,637 | 1,809 | 23,136 | 4,063 | 41,773 |
| 3 | (a) to (d) | Eastern Bengal ... | 63 | 412 | 8,370 | 26,431 | 8,433 | 26,843 |
| 4 | ... | East Indian ... ... | 17,680 | 1,85,430 | 15,686 | 97,275 | 33,366 | 2,82,705 |
| 5 | (a) to (k) | Great Indian Peninsula ... | 2,098 | 16,221 | 2,823 | 32,842 | 4,921 | 49,063 |
| 6 | (a) to (l) | Madras and Southern Mahratta | 1,351 | 11,372 | 139 | 1,203 | 1,490 | 12,575 |
| 7 | (a) & (b) | Nizam's Guaranteed State ... | 245 | 1,780 | 749 | 4,355 | 994 | 6,135 |
| 8 | (a) to (o) | North Western ... | 7,129 | 36,177 | 7,088 | 57,424 | 14,217 | 93,601 |
| 9 | (a) to (c) | Oudh and Rohilkhand ... | 1,176 | 5,282 | 1,637 | 7,970 | 2,813 | 13,252 |
| 10 | (a) to (k) | South Indian ... ... | 868 | 4,866 | 3 | 14 | 871 | 4,880 |
| | | 3′ 3½″ gauge. | | | | | | |
| 11 | ... | Assam-Bengal ... ... | ... | ... | 544 | 3,156 | 544 | 3,156 |
| 12 | ... | Bengal and North-Western ... | 9,233 | 36,772 | 5,189 | 18,237 | 14,422 | 55,009 |
| 13 | ... | Bengal Dooars ... ... | ... | ... | 91 | 823 | 91 | 823 |
| 14 | ... | Bhavnagar ... ... | 48 | 161 | 7 | 10 | 55 | 171 |
| 2 | (f) to (l) | Bombay, Baroda and Central India | 5,597 | 38,485 | 1,761 | 15,276 | 7,358 | 53,761 |
| 15 | ... | Burma ... ... | 1 | 12 | 66 | 989 | 67 | 1,001 |
| 16 | ... | Dibru-Sadiya ... ... | ... | ... | ... | ... | ... | ... |
| 17 | ... | Gondal-Porbandar ... | 8 | 24 | 58 | 211 | 66 | 235 |
| 7 | (c) & (d) | Hingoli Branch and Hyderabad-Godavari Valley | 105 | 1,144 | 108 | 730 | 213 | 1,874 |
| 18 | ... | Jamnagar ... ... | 4 | 12 | 16 | 31 | 20 | 43 |
| 19 | ... | Jodhpur-Bikaner ... | 195 | 813 | 1,135 | 5,381 | 1,330 | 6,194 |
| 20 | ... | Junagad ... ... | 6 | 20 | ... | ... | 6 | 20 |
| 21 | ... | Morvi ... ... | 10 | 43 | 18 | 67 | 28 | 110 |
| 24 | (a) & (b) | Rohilkund and Kumaon ... | 260 | 770 | 2,320 | 4,832 | 2,580 | 5,602 |
| 25 | ... | Udaipur-Chitorgarh ... | 33 | 166 | 58 | 265 | 91 | 431 |
| | | Carried over ... | 48,824 | 3,63,002 | 50,368 | 3,05,314 | 99,193 | 6,68,316 |

## DIX 11—*contd.*

### *earnings therefrom during the financial year 1913-14.*

each railway in India and is therefore not the same as the total production and imports.]

| XXVII. | | | | | | | | | | Number. |
|---|---|---|---|---|---|---|---|---|---|---|
| SILK. | | | | | | | | | | |
| (1) Raw. | | | | (2) Piece-goods. | | | | Total. | | Main head. |
| (a) Foreign. | | (b) Indian. | | (a) Foreign. | | (b) Indian. | | | | |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 252 | 253 | 254 | 255 | 256 | 257 | 258 | 259 | 260 | 261 | 262 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| ... | ... | 400 | 7,213 | ... | ... | 1 | 57 | 401 | 7,270 | 1 |
| 274 | 5,659 | 67 | 1,333 | 127 | 7,554 | 94 | 5,033 | 562 | 19,579 | 2 |
| ... | ... | 129 | 951 | ... | ... | ... | ... | 129 | 951 | 3 |
| ... | ... | 397 | 4,822 | ... | ... | 21 | 1,054 | 418 | 5,876 | 4 |
| 78 | 1,370 | 30 | 960 | 63 | 1,436 | 5 | 304 | 176 | 4,070 | 5 |
| 110 | 1,936 | 128 | 2,267 | ... | 2 | ... | 3 | 238 | 4,208 | 6 |
| 2 | 25 | ... | ... | 1 | 17 | 2 | 36 | 5 | 78 | 7 |
| 222 | 3,427 | 247 | 11,839 | 17 | 792 | 63 | 1,830 | 549 | 17,888 | 8 |
| 6 | 20 | 8 | 302 | ... | ... | 2 | 24 | 16 | 346 | 9 |
| 1 | 11 | 15 | 182 | ... | 1 | 5 | 83 | 21 | 277 | 10 |
| ... | ... | 46 | 352 | ... | ... | ... | ... | 46 | 352 | 11 |
| ... | ... | ... | 8 | ... | ... | 1 | 12 | 1 | 20 | 12 |
| ... | ... | ... | ... | ... | ... | 4 | 73 | 4 | 73 | 13 |
| 3 | 25 | 2 | 7 | ... | 2 | ... | ... | 5 | 34 | 14 |
| 83 | 3,642 | 33 | 1,009 | 7 | 255 | 18 | 670 | 141 | 5,576 | 2 |
| 56 | 1,143 | 71 | 2,030 | 11 | 404 | 1 | 35 | 139 | 3,612 | 15 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 16 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 17 |
| 5 | 56 | ... | ... | ... | ... | 2 | 37 | 7 | 93 | 7 |
| 10 | 16 | 1 | 1 | ... | ... | ... | ... | 11 | 17 | 18 |
| 9 | 32 | 3 | 22 | ... | 2 | ... | 3 | 12 | 59 | 19 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 20 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 21 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 24 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 25 |
| 859 | 17,362 | 1,577 | 33,298 | 226 | 10,465 | 219 | 9,254 | 2,881 | 70,379 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | XXVI. Saltpetre and other saline substances. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | (1) Saltpetre. | | (2) Other saline substances. | | Total. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 243 | 244 | 245 | 246 | 247 | 248 | 249 | 250 | 251 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward ... | 48,824 | 3,63,002 | 50,369 | 3,05,314 | 99,193 | 6,68,316 |
| | | **2' 6" gauge.** | | | | | | |
| 27 | ... | Arrah Sasaram Light ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | Baraset-Basirhat Light ... | ... | ... | ... | ... | ... | ... |
| 30 | ... | Barsi Light ... ... | 85 | 290 | 31 | 117 | 116 | 407 |
| 31 | ... | Bowringpet-Kolar ... | ... | ... | ... | ... | ... | ... |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | ... | ... | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light | 6 | 25 | 2 | 4 | 8 | 29 |
| 36 | ... | Cutch .. ... | 1 | 2 | 13 | 35 | 14 | 37 |
| 37 | ... | Dehri-Rohtas Light ... | ... | ... | ... | ... | ... | ... |
| 38 | ... | Dholpur-Bari ... ... | 5 | 12 | 9 | 20 | 14 | 32 |
| 40 | ... | Godhra-Lunavada ... | ... | ... | 1 | 3 | 1 | 3 |
| 41 | ... | Jessore-Jhenidah Light ... | ... | ... | ... | ... | ... | ... |
| 42 | ... | Madaya Light ... ... | ... | ... | ... | ... | ... | Information |
| 1 | (d) | Mourbhanj ... ... | ... | 1 | ... | 1 | ... | 2 |
| 43 | ... | Nadiad-Kapadvanj ... | ... | ... | 6 | 18 | 6 | 18 |
| 1 | (f) | Parlakimedi Light ... | 7 | 12 | ... | ... | 7 | 12 |
| 24 | (c) | Powayan Light ... ... | ... | ... | ... | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | 86 | 227 | 36 | 81 | 122 | 308 |
| 45 | ... | Tarkeswar-Magra Light ... | ... | ... | 40 | 58 | 40 | 58 |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | ... | ... | ... | ... |
| | | **2' 0" gauge.** | | | | | | |
| 47 | ... | Darjeeling-Himalayan ... | ... | ... | ... | ... | ... | ... |
| 48 | ... | Gwalior Light ... ... | ... | ... | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... |
| 51 | ... | Jagadhri Light ... ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... |
| | | Total ... | 49,014 | 3,63,571 | 50,507 | 3,05,651 | 99,521 | 6,69,222 |

**DIX 11.—*contd.***

***earnings therefrom during the financial year 1913-14.***

each railway in India and is therefore not the same as the total production and imports.]

| XXVII. SILK. | | | | | | | | | | NUMBER |
|---|---|---|---|---|---|---|---|---|---|---|
| (1) RAW. | | | | (2) PIECE-GOODS. | | | | TOTAL. | | |
| (a) Foreign. | | (b) Indian. | | (a) Foreign. | | (b) Indian. | | | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings | Quantity. | Earnings. | |
| 252 | 253 | 254 | 255 | 256 | 257 | 258 | 259 | 260 | 261 | 262 |
| Tons. | Rs. | Tons | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 869 | 17,362 | 1,577 | 33,298 | 226 | 10,465 | 219 | 9,254 | 2,881 | 70,379 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| 1 | 6 | ... | 2 | ... | 1 | ... | ... | 1 | 9 | 30 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 32 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 35 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 36 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 37 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 38 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 40 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 41 |
| not furnished. | ... | ... | ... | ... | ... | ... | ... | ... | ... | 42 |
| ... | ... | 1 | 3 | ... | ... | ... | 4 | 1 | 7 | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 43 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 24 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 44 |
| ... | ... | 3 | 9 | ... | ... | ... | ... | 3 | 9 | 45 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 46 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 47 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 48 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 50 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 52 |
| 860 | 17,368 | 1,581 | 33,312 | 226 | 10,466 | 219 | 9,258 | 2,886 | 70,404 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over each

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | (1) Betel-nuts. | | (2) Cardamoms. | | (3) Chillies. | |
|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 263 | 264 | 265 | 266 | 267 | 268 | 269 | 270 | 271 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | **5′ 6″ gauge.** | | | | | | |
| 1 | (*a*) to (*c*), (*e*), (*g*) & (*h*) | Bengal-Nagpur ... ... | 10,833 | 1,30,457 | 25 | 583 | 9,318 | 1,14,337 |
| 2 | (*a*) to (*e*) & (*m*) to (*o*) | Bombay, Baroda and Central India | 1,739 | 34,398 | 9 | 242 | 3,435 | 36,659 |
| 3 | (*a*) to (*d*) | Eastern Bengal... ... | 19,907 | 1,83,235 | 1,169 | 24,204 | 12,277 | 69,853 |
| 4 | ... | East Indian ... ... | 10,698 | 2,44,352 | 996 | 38,069 | 10,701 | 1,49,422 |
| 5 | (*a*) to (*h*) | Great Indian Peninsula ... | 11,273 | 2,32,032 | 96 | 2,470 | 14,896 | 1,72,944 |
| 6 | (*a*) to (*l*) | Madras and Southern Mahratta | 16,413 | 2,05,645 | 169 | 1,855 | 33,726 | 3,50,031 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | 1,041 | 11,375 | 4 | 43 | 5,768 | 39,872 |
| 8 | (*a*) to (*o*) | North Western ... ... | 892 | 8,514 | 468 | 8,096 | 5,041 | 47,662 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 3,196 | 36,023 | 92 | 1,537 | 1,197 | 8,834 |
| 10 | (*a*) to (*k*) | South Indian ... ... | 23,903 | 1,95,086 | 387 | 3,472 | 25,235 | 1,53,442 |
| | | **3′ 3⅜″ gauge.** | | | | | | |
| 11 | ... | Assam-Bengal ... ... | 4,117 | 30,496 | ... | ... | 1,334 | 9,665 |
| 12 | ... | Bengal and North-Western ... | 4,516 | 34,072 | 130 | 1,918 | 14,206 | 68,003 |
| 13 | ... | Bengal Dooars ... ... | 407 | 1,657 | 79 | 1,000 | 64 | 278 |
| 14 | ... | Bhavnagar ... ... | 239 | 1,072 | ... | ... | 385 | 1,815 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India | 1,037 | 9,865 | 32 | 724 | 3,912 | 28,621 |
| 15 | ... | Burma ... ... | 8,880 | 97,611 | ... | 9 | 8,064 | 1,46,147 |
| 16 | ... | Dibru-Sadiya ... ... | ... | ... | ... | ... | ... | ... |
| 17 | ... | Gondal-Porbandar ... | 353 | 922 | 1 | 1 | 482 | 1,418 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | 649 | 7,964 | 1 | 14 | 1,360 | 12,674 |
| 18 | ... | Jamnagar ... ... | 33 | 77 | ... | ... | 26 | 105 |
| 19 | ... | Jodhpur-Bikaner ... | 270 | 2,102 | 10 | 98 | 1,233 | 8,510 |
| 20 | ... | Junagad ... ... | 293 | 1,151 | ... | 11 | 287 | 1,190 |
| 21 | .. | Morvi ... ... | 24 | 79 | ... | ... | 300 | 1,249 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 315 | 1,893 | 15 | 94 | 1,512 | 9,943 |
| 25 | ... | Udaipur-Chitorgarh ... | 6 | 50 | 1 | 3 | 36 | 220 |
| | | Carried over ... | 121,037 | 14,70,128 | 3,684 | 85,043 | 160,735 | 14,37,897 |

## DIX 11—*contd.*

*earnings therefrom during the financial year 1913-14.*

railway in India and is therefore not the same as the total production and imports.]

| XXVIII. Spices. | | | | | | | | Number. |
|---|---|---|---|---|---|---|---|---|
| (4) Ginger. | | (5) Pepper. | | (6) Others. | | Total. | | Main head. |
| Quantity | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 272 | 273 | 274 | 275 | 276 | 277 | 278 | 279 | 280 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 193 | 3,949 | 2,977 | 24,103 | 5,046 | 37,416 | 28,332 | 3,10,845 | 1 |
| 637 | 12,540 | 798 | 18,562 | 14,011 | 1,63,851 | 20,629 | 2,66,192 | 2 |
| 1,258 | 15,253 | 1,133 | 17,207 | 6,172 | 45,495 | 41,916 | 3,55,157 | 3 |
| 1,419 | 20,581 | 1,814 | 41,809 | 12,149 | 1,76,809 | 37,777 | 6,71,633 | 4 |
| 516 | 10,904 | 674 | 17,649 | 14,614 | 1,89,512 | 42,069 | 6,25,511 | 5 |
| 579 | 6,908 | 3,679 | 34,821 | 23,175 | 1,32,667 | 83,741 | 7,81,927 | 6 |
| 43 | 455 | 51 | 573 | 1,397 | 11,535 | 8,304 | 63,853 | 7 |
| 2,053 | 22,453 | 1,317 | 35,614 | 5,144 | 46,583 | 14,915 | 1,68,922 | 8 |
| 563 | 4,069 | 272 | 2,136 | 2,270 | 13,698 | 7,596 | 66,897 | 9 |
| 1,420 | 12,850 | 7,320 | 44,344 | 289 | 2,967 | 18,554 | 4,17,201 | 10 |
| 9 | 98 | 59 | 557 | 405 | 4,084 | 5,924 | 44,900 | 11 |
| 1,707 | 16,087 | 889 | 9,548 | 3,979 | 35,391 | 25,427 | 1,65,022 | 12 |
| 30 | 54 | 99 | 506 | 120 | 554 | 799 | 4,049 | 13 |
| 8 | 49 | 1 | 8 | 431 | 1,782 | 1,064 | 4,726 | 14 |
| 420 | 7,223 | 513 | 12,992 | 19,305 | 1,17,287 | 25,219 | 1,76,717 | 2 |
| 2,192 | 22,413 | 53 | 1,108 | 255 | 3,286 | 19,384 | 2,70,574 | 15 |
| ... | ... | .... | ... | ... | ... | .... | ... | 16 |
| 3 | 15 | 4 | 14 | 115 | 543 | 961 | 2,913 | 17 |
| 23 | 289 | 38 | 477 | 482 | 4,921 | 2,553 | 26,339 | 7 |
| 6 | 35 | 3 | 9 | 743 | 1,911 | 811 | 2,137 | 18 |
| 71 | 655 | 59 | 356 | 1,169 | 5,786 | 2,812 | 17,507 | 19 |
| 4 | 19 | 2 | 14 | 253 | 926 | 839 | 3,311 | 20 |
| 8 | 33 | ... | ... | 651 | 2,307 | 983 | 3,668 | 21 |
| 147 | 703 | 33 | 241 | 444 | 2,111 | 2,366 | 14,985 | 24 |
| 11 | 84 | 3 | 29 | 76 | 342 | 133 | 728 | 25 |
| 13,320 | 1,58,364 | 21,791 | 2,62,617 | 112,595 | 10,51,665 | 433,162 | 44,67,714 | ... |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over each

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | (1) Betel-nuts. | | (2) Cardamoms. | | (3) Chillies. | |
|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 263 | 264 | 265 | 266 | 267 | 268 | 269 | 270 | 271 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward ... | 121,037 | 14,70,128 | 3,684 | 85,043 | 160,735 | 14,37,897 |
| | | **2' 6" gauge.** | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | Baraset-Basirhat Light ... | ... | ... | ... | ... | ... | ... |
| 30 | ... | Barsi Light ... ... | 674 | 3,289 | ... | 2 | 70 | 267 |
| 31 | ... | Bowringpet-Kolar ... | ... | ... | ... | ... | 1 | 3 |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | ... | ... | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light | ... | 1 | ... | ... | 5 | 15 |
| 36 | ... | Cutch ... ... | 60 | 163 | ... | 1 | 53 | 144 |
| 37 | ... | Dehri-Rohtas Light ... | ... | ... | ... | ... | ... | ... |
| 38 | ... | Dholpur-Bari ... ... | 2 | 6 | ... | ... | 13 | 40 |
| 40 | ... | Godhra-Lunavada ... | ... | ... | ... | ... | ... | ... |
| 41 | ... | Jessore-Jhenidah Light ... | ... | ... | ... | ... | ... | ... |
| 42 | ... | Madaya Light ... ... | ... | ... | ... | ... | | Information |
| 1 | (*d*) | Mourbhanj ... ... | 20 | 52 | ... | ... | 1 | 4 |
| 43 | ... | Nadiad-Kapadvanj ... | 7 | 26 | ... | ... | 14 | 48 |
| 1 | (*f*) | Parlakimedi Light ... | 10 | 12 | ... | ... | 56 | 55 |
| 24 | (*c*) | Powayan Light ... ... | ... | ... | ... | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light | 19 | 98 | ... | ... | 39 | 180 |
| 45 | ... | Tarkeswar-Magra Light ... | 9 | 18 | ... | ... | 3 | 7 |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | ... | ... | ... | ... |
| | | **2' 0" gauge.** | | | | | | |
| 47 | ... | Darjeeling-Himalayan ... | 103 | 2,569 | 543 | 8,647 | 10 | 243 |
| 48 | ... | Gwalior Light ... | ... | ... | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... |
| 51 | ... | Jagadhri Light ... ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... |
| | | TOTAL ... | 121,941 | 14,76,362 | 4,227 | 93,693 | 161,000 | 14,38,903 |

**DIX 11—*contd.***

***earnings therefrom during the financial year 1913-14.***

railway in India and is therefore not the same as the total production and imports.]

XXVIII.

SPICES.

| (4) Ginger. | | (5) Pepper. | | (6) Others. | | TOTAL. | | NUMBER. Main head. |
|---|---|---|---|---|---|---|---|---|
| Quantity. | Earnings. | Quantity. | Earnings | Quantity. | Earnings. | Quantity. | Earnings. | |
| 272 | 273 | 274 | 275 | 276 | 277 | 278 | 279 | 280 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 13,320 | 1,58,364 | 21,791 | 2,62,617 | 112,595 | 10,51,365 | 433,162 | 44,65,714 | |
| ... | ... | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| 16 | 73 | 17 | 83 | 304 | 1,496 | 1,031 | 5,210 | 30 |
| ... | ... | ... | ... | 19 | 32 | 20 | 35 | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | 32 |
| ... | ... | ... | 1 | 4 | 14 | 9 | 31 | 35 |
| 3 | 8 | 17 | 18 | 37 | 111 | 170 | 445 | 36 |
| ... | ... | ... | ... | 3 | 7 | 3 | 7 | 37 |
| ... | ... | ... | ... | 216 | 560 | 261 | 606 | 38 |
| 1 | 2 | ... | ... | 12 | 25 | 13 | 27 | 40 |
| ... | ... | ... | ... | 49 | 171 | 49 | 171 | 41 |
| not furnished. | ... | ... | ... | ... | ... | ... | ... | 42 |
| 1 | 2 | ... | ... | 8 | 24 | 30 | 82 | 1 |
| 3 | 15 | 4 | 11 | 19 | 52 | 47 | 152 | 43 |
| 2 | 3 | 3 | 4 | 25 | 29 | 96 | 103 | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | 24 |
| 8 | 32 | ... | ... | 21 | 67 | 87 | 377 | 44 |
| ... | ... | ... | ... | 7 | 13 | 19 | 38 | 45 |
| ... | ... | ... | ... | ... | ... | ... | ... | 46 |
| ... | .. | 24 | 613 | 23 | 421 | 702 | 12,493 | 47 |
| ... | ... | ... | ... | ... | ... | ... | ... | 48 |
| ... | ... | ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | 50 |
| ... | ... | ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | ... | ... | ... | 52 |
| 13,354 | 1,58,499 | 21,856 | 2,63,347 | 113,371 | 10,54,687 | 435,749 | 44,85,401 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | XXIX. Sugar. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | (1) Refined or crystallized including sugarcandy. | | (2) Unrefined. | | | |
| | | | | | (a) Sugar. | | (b) Gur, rab, jaggery, molasses and other saccharine produce. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 281 | 282 | 283 | 284 | 285 | 286 | 287 | 288 | 289 |
| | | **5′ 6″, gauge.** | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| 1 | (*a*) to (*c*), (*e*), (*g*) & (*k*) | Bengal-Nagpur ... ... | 21,645 | 1,81,734 | 5,625 | 47,729 | 26,516 | 2,02,039 |
| 2 | (*a*) to (*e*) & (*m*) to (*o*) | Bombay, Baroda and Central India. | 62,925 | 9,08,826 | 1,043 | 13,412 | 43,177 | 5,50,113 |
| 3 | (*a*) to (*d*) | Eastern Bengal ... | 41,634 | 3,06,712 | 22,987 | 1,32,918 | 51,522 | 2,38,265 |
| 4 | ... | East Indian ... ... | 110,060 | 13,72,283 | 84,083 | 6,05,258 | 193,744 | 7,42,877 |
| 5 | (*a*) to (*k*) | Great Indian Peninsula ... | 111,970 | 13,10,363 | 5,387 | 47,620 | 130,291 | 12,30,413 |
| 6 | (*a*) to (*l*) | Madras and Southern Mahratta | 23,689 | 2,16,125 | 9,334 | 83,631 | 113,219 | 8,15,458 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | 4,910 | 34,975 | 551 | 3,507 | 9,423 | 68,433 |
| 8 | (*a*) to (*o*) | North Western ... | 165,764 | 24,76,352 | 68,431 | 4,72,719 | 152,442 | 10,08,852 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 39,222 | 2,65,534 | 46,096 | 2,68,046 | 71,153 | 3,49,227 |
| 10 | (*a*) to (*k*) | South Indian ... ... | 25,645 | 1,39,417 | 5,524 | 24,702 | 43,154 | 2,76,916 |
| | | **3′ 3½″ gauge.** | | | | | | |
| 11 | ... | Assam-Bengal ... ... | 2,479 | 15,142 | 5,337 | 20,853 | 7,340 | 39,052 |
| 12 | ... | Bengal and North-Western ... | 16,392 | 93,059 | 50,981 | 3,48,194 | 123,332 | 6,63,430 |
| 13 | ... | Bengal Dooars ... .. | 1,712 | 6,993 | 535 | 2,708 | 1,728 | 7,051 |
| 14 | ... | Bhavnagar ... ... | 7,942 | 30,041 | ... | ... | 6,131 | 17,781 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 51,362 | 3,58,058 | 41,472 | 3,47,473 | 107,854 | 10,33,025 |
| 15 | ... | Burma ... ... | 370 | 3,299 | 11,535 | 1,19,724 | 30,741 | 2,18,340 |
| 16 | ... | Dibru Sadiya ... ... | ... | ... | ... | ... | 1,263 | 9,186 |
| 17 | ... | Gondal-Porbandar ... | 6,069 | 19,946 | ... | ... | 2,544 | 9,920 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | 4,861 | 44,946 | 192 | 983 | 4,194 | 35,255 |
| 18 | ... | Jamnagar ... ... | 1,231 | 2,645 | 691 | 1,585 | 660 | 1,125 |
| 19 | ... | Jodhpur-Bikaner ... | 16,742 | 88,839 | 5,541 | 28,928 | 16,948 | 99,573 |
| 20 | ... | Junagad ... ... | 3,453 | 10,575 | 48 | 121 | 891 | 2,374 |
| 21 | ... | Morvi ... ... | 512 | 1,409 | 116 | 280 | 2,099 | 7,531 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 7,381 | 24,144 | 13,285 | 41,435 | 18,995 | 1,10,685 |
| 25 | ... | Udaipur-Chitorgarh ... | 1,290 | 5,901 | 397 | 1,984 | 1,769 | 7,538 |
| | | Carried over ... | 734,320 | 89,17,348 | 378,972 | 25,47,210 | 1,173,130 | 77,44,459 |

## DIX 11—*contd.*

### *earnings therefrom during the financial year 1913-14.*

each railway in India and is therefore not the same as the total production and imports.]

| XXX | | | | | | | | Number. |
|---|---|---|---|---|---|---|---|---|
| Tea. | | | | | | | | |
| Total. | | (1) Foreign. | | (2) Indian. | | Total. | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 290 | 291 | 292 | 293 | 294 | 295 | 296 | 297 | 298 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 53,637 | 4,31,502 | ... | ... | 2,009 | 35,707 | 2,009 | 35,707 | 1 |
| 110,145 | 14,72,351 | 1,067 | 16,799 | 826 | 16,801 | 1,893 | 33,600 | 2 |
| 116,143 | 6,77,895 | ... | ... | 42,667 | 7,65,676 | 42,667 | 7,65,676 | 3 |
| 393,887 | 27,20,918 | ... | ... | 3,261 | 72,543 | 3,261 | 72,543 | 4 |
| 247,648 | 25,81,396 | 766 | 5,336 | 2,478 | 36,911 | 3,214 | 42,247 | 5 |
| 152,242 | 11,15,114 | 68 | 905 | 944 | 11,524 | 1,012 | 12,429 | 6 |
| 14,894 | 1,06,915 | 18 | 179 | 61 | 741 | 79 | 920 | 7 |
| 386,637 | 49,57,923 | 1,786 | 39,169 | 2,960 | 47,999 | 4,746 | 87,168 | 8 |
| 156,471 | 8,22,837 | ... | ... | 2,692 | 24,715 | 2,692 | 24,715 | 9 |
| 77,323 | 4,41,035 | 3 | 58 | 8,793 | 64,532 | 8,796 | 64,590 | 10 |
| 15,156 | 75,047 | ... | ... | 41,723 | 5,10,607 | 41,723 | 5,10,607 | 11 |
| 190,605 | 11,04,683 | ... | ... | 91 | 1,235 | 91 | 1,235 | 12 |
| 3,975 | 16,752 | ... | ... | 22,930 | 4,77,068 | 22 930 | 4,77,068 | 13 |
| 14,073 | 47,822 | 2 | 10 | 117 | 546 | 119 | 556 | 14 |
| 199,688 | 17,38,556 | 0 57 | 13,171 | 369 | 6,295 | 939 | 19,466 | 2 |
| 42,616 | 3,41,363 | 158 | 2,798 | 2,414 | 46,532 | 2,572 | 49,330 | 15 |
| 1,263 | 9,186 | ... | ... | 12,214 | 94,904 | 12,214 | 94,904 | 16 |
| 8,613 | 23,866 | 3 | 7 | 68 | 333 | 71 | 340 | 17 |
| 9,247 | 81,184 | 17 | 231 | 42 | 512 | 59 | 743 | 7 |
| 2,042 | 5,355 | ... | ... | 15 | 22 | 15 | 22 | 18 |
| 39,231 | 2,17,340 | 5 | 60 | 9 | 79 | 14 | 139 | 19 |
| 4,392 | 13,070 | ... | ... | 64 | 264 | 64 | 264 | 20 |
| 2,727 | 9,220 | 2 | 7 | 5 | 33 | 7 | 40 | 21 |
| 39,661 | 1,76,264 | ... | ... | 174 | 927 | 174 | 927 | 24 |
| 3,456 | 15,423 | ... | 5 | 2 | 18 | 2 | 23 | 25 |
| 2,286,422 | 1,92,09,017 | 4,465 | 78,735 | 146,928 | 22,16,524 | 151,393 | 22,95,259 | |

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over each

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | XXIX. Sugar. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | (1) Refined or crystallized including sugarcandy. | | (2) Unrefined. | | | |
| | | | | | (a) Sugar. | | (b) Gur, rab, jaggery, molasses and other saccharine produce. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 281 | 282 | 283 | 284 | 285 | 286 | 287 | 288 | 289 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward ... | 734,320 | 89,17,348 | 378,972 | 25,47,210 | 1,173,130 | 77,44,459 |
| | | **2' 6" gauge.** | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | Baraset-Basirhat Light ... | ... | ... | ... | .. | ... | ... |
| 30 | ... | Barsi Light ... ... | 2,070 | 7,559 | ... | ... | 526 | 2,062 |
| 31 | ... | Bowringpet-Kolar ... | 10 | 11 | 89 | 91 | ... | ... |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | ... | ... | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light | 45 | 83 | ... | 1 | 6 | 18 |
| 36 | ... | Cutch ... ... | 222 | 750 | 849 | 2,874 | 1,824 | 5,963 |
| 37 | ... | Debri-Rohtas Light ... | ... | ... | 163 | 145 | 188 | 166 |
| 38 | ... | Dholpur-Bari ... ... | 320 | 744 | 91 | 207 | 611 | 1,401 |
| 40 | ... | Godhra-Lunavada ... | 9 | 23 | ... | ... | 13 | 30 |
| 41 | ... | Jessore-Jhenidah Light ... | ... | ... | 158 | 396 | 21 | 66 |
| 42 | ... | Madaya Light ... ... | ... | ... | ... | ... | ... | Information |
| 1 | (d) | Mourbhanj ... ... | 52 | 146 | ... | ... | 9 | 23 |
| 43 | ... | Nadiad-Kapadvanj ... | 244 | 612 | 5 | 11 | 280 | 1,154 |
| 1 | (f) | Pariakimedi Light ... | 259 | 312 | ... | ... | 60 | 68 |
| 24 | (e) | Powayan Light ... ... | ... | ... | ... | ... | 876 | 877 |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | 186 | 565 | 10,707 | 29,674 | 22,366 | 60,444 |
| 45 | ... | Tarkessur-Magra Light ... | 44 | 58 | 42 | 59 | 60 | 84 |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | 24 | 120 | ... | ... |
| | | **2' 0" gauge.** | | | | | | |
| 47 | ... | Darjeeling-Himalayan ... | 380 | 8,125 | 1,068 | 17,558 | 58 | 980 |
| 48 | ... | Gwalior Light ... | ... | ... | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... |
| 51 | ... | Jagadhri Light ... ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... |
| | | TOTAL ... | 738,161 | 89,36,336 | 3,92,168 | 25,98,346 | 1,200,023 | 78,17,794 |

**DIX 11**—*contd.*

*earnings therefrom during the financial year 1913-14.*

railway in India and is therefore not the same as the total production and imports.]

| | XXX. | | | | | | | Number. |
|---|---|---|---|---|---|---|---|---|
| | Tea. | | | | | | | |
| Total. | | (1) Foreign. | | (2) Indian. | | Total. | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 290 | 291 | 292 | 293 | 294 | 295 | 296 | 297 | 298 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 2,286,422 | 1,92,00,017 | 4,465 | 78,735 | 143,928 | 22,16,524 | 151,393 | 22,95,259 | |
| ... | ... | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| 2,596 | 9,631 | 7 | 31 | 2 | 7 | 9 | 41 | 30 |
| 99 | 102 | ... | ... | ... | ... | ... | ... | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | 32 |
| 51 | 102 | ... | 1 | ... | ... | ... | 1 | 35 |
| 2,895 | 9,587 | ... | ... | 1 | 3 | 1 | 3 | 36 |
| 351 | 311 | ... | ... | ... | ... | ... | ... | 37 |
| 1,023 | 2,352 | ... | ... | ... | ... | ... | ... | 38 |
| 22 | 58 | ... | 1 | ... | ... | ... | 1 | 40 |
| 179 | 462 | ... | ... | ... | ... | ... | ... | 41 |
| not furnished. | ... | ... | ... | ... | ... | ... | ... | 42 |
| 61 | 168 | ... | ... | ... | ... | ... | ... | 1 |
| 523 | 1,777 | 6 | 24 | ... | ... | 6 | 24 | 43 |
| 319 | 380 | ... | ... | ... | 2 | ... | 2 | 1 |
| 876 | 877 | ... | ... | ... | ... | ... | ... | 24 |
| 33,259 | 90,683 | ... | ... | ... | ... | ... | ... | 44 |
| 146 | 201 | ... | ... | ... | ... | ... | ... | 45 |
| 24 | 120 | ... | ... | 6,435 | 27,254 | 6,435 | 27,254 | 46 |
| 1,506 | 26,663 | ... | ... | 4,782 | 69,150 | 4,782 | 69,150 | 47 |
| ... | ... | ... | ... | ... | ... | ... | ... | 48 |
| ... | ... | ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | 50 |
| ... | ... | ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | ... | ... | ... | 52 |
| 2,330,357 | 1,93,52,476 | 4,478 | 78,795 | 158,148 | 23,12,940 | 162,626 | 23,91,735 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over each

| Classification No. of Railway (detailed in "Index" to Appendix 1). | | Railway system. | XXXI. Tobacco. | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | (1) Unmanufactured. | | (2) Manufactured. | | | |
| | | | | | (a) Cigars. | | (b) Other sorts. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 299 | 300 | 301 | 302 | 303 | 304 | 305 | 306 | 307 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | **5' 6" gauge.** | | | | | | |
| 1 | (a) to (c), (e), (g) & (k) | Bengal-Nagpur ... ... | 19,388 | 2,33,365 | ... | ... | 2,081 | 44,133 |
| 2 | (a) to (c) & (m) to (o) | Bombay, Baroda and Central India | 22,784 | 2,35,292 | 39 | 867 | 909 | 13,886 |
| 3 | (a) to (d) | Eastern Bengal ... | 50,396 | 4,66,423 | ... | ... | 3,037 | 51,231 |
| 4 | ... | East Indian ... ... | 43,657 | 4,77,751 | 24 | 448 | 9,684 | 2,18,781 |
| 5 | (a) to (h) | Great Indian Peninsula ... | 14,889 | 1,71,733 | 631 | 23,872 | 1,445 | 25,001 |
| 6 | (a) to (l) | Madras and Southern Mahratta | 44,549 | 2,81,146 | 468 | 10,071 | 2,831 | 36,657 |
| 7 | (a) & (b) | Nizam's Guaranteed State ... | 2,941 | 35,819 | 23 | 396 | 404 | 5,715 |
| 8 | (a) to (o) | North Western ... | 21,944 | 2,45,509 | 15 | 404 | 4,465 | 1,09,586 |
| 9 | (a) to (o) | Oudh and Rohilkhand ... | 7,087 | 43,920 | 22 | 196 | 1,065 | 9,433 |
| 10 | (a) to (k) | South Indian ... ... | 28,852 | 1,63,888 | 1,460 | 23,371 | 1,964 | 22,283 |
| | | **3' 3½" gauge.** | | | | | | |
| 11 | ... | Assam-Bengal ... ... | 3,213 | 26,791 | ... | ... | 251 | 7,090 |
| 12 | ... | Bengal and North-Western ... | 50,768 | 3,87,979 | 5 | 32 | 928 | 10,347 |
| 13 | ... | Bengal Dooars ... ... | 5,095 | 14,923 | 279 | 3,176 | 155 | 1,664 |
| 14 | ... | Bhavnagar ... ... | 1,220 | 6,062 | 22 | 212 | 275 | 1,270 |
| 2 | (f) to (l) | Bombay, Baroda and Central India | 17,982 | 1,53,730 | 64 | 1,118 | 853 | 12,524 |
| 15 | ... | Burma ... ... | 8,079 | 68,814 | 527 | 8,480 | 1,136 | 14,157 |
| 16 | ... | Dibru-Sadiya ... ... | ... | ... | ... | ... | ... | ... |
| 17 | ... | Gondal Porbandar ... | 736 | 3,542 | 17 | 59 | 238 | 1,207 |
| 7 | (c) & (d) | Hingoli Branch and Hyderabad-Godavari Valley | 1,030 | 17,368 | 3 | 86 | 198 | 3,214 |
| 18 | ... | Jamnagar ... ... | 180 | 840 | 28 | 123 | 280 | 1,290 |
| 19 | ... | Jodhpur-Bikaner ... | 3,536 | 21,324 | 5 | 83 | 489 | 4,518 |
| 20 | ... | Junagad ... ... | 223 | 999 | 1 | 3 | 51 | 206 |
| 21 | ... | Morvi ... ... | 1,283 | 6,734 | 5 | 48 | 29 | 189 |
| 24 | (a) & (b) | Rohilkund and Kumaon ... | 3,483 | 19,009 | 5 | 41 | 293 | 1,756 |
| 25 | ... | Udaipur-Chitorgarh ... | 540 | 3,421 | ... | ... | 14 | 107 |
| | | Carried over ... | 353,866 | 30,80,391 | 3,649 | 76,029 | 33,775 | 5,95,650 |

**DIX 11**—*contd.*

*earnings therefrom during the financial year 1913-14.*

railway in India and is therefore not the same as the total production and imports.]

| | | XXXII. | | | | | | Number. |
|---|---|---|---|---|---|---|---|---|
| | | Wood. | | | | | | |
| Total. | | (1) Timber, unwrought. | | (2) Manufactures. | | Total. | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 303 | 309 | 310 | 311 | 312 | 313 | 314 | 315 | 316 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 21,469 | 2,77,498 | 85,322 | 3,50,984 | 4,310 | 37,230 | 89,632 | 3,88,214 | 1 |
| 23,732 | 2,49,985 | 87,386 | 3,74,785 | 5,668 | 63,202 | 93,054 | 4,37,987 | 2 |
| 54,033 | 5,17,660 | 101,493 | 2,88,023 | 13,601 | 1,04,881 | 115,094 | 3,92,907 | 3 |
| 53,365 | 6,96,980 | 166,282 | 4,66,430 | 11,737 | 1,14,918 | 178,019 | 5,81,348 | 4 |
| 16,965 | 2,23,606 | 165,443 | 7,48,426 | 9,864 | 1,21,682 | 175,327 | 8,70,108 | 5 |
| 47,848 | 3,27,274 | 314,137 | 9,34,846 | 13,796 | 1,09,898 | 327,933 | 10,44,744 | 6 |
| 3,374 | 41,930 | 57,284 | 1,85,441 | 2,212 | 12,967 | 59,496 | 1,98,408 | 7 |
| 23,424 | 3,55,499 | 158,976 | 5,33,979 | 16,318 | 1,36,465 | 175,294 | 6,70,444 | 8 |
| 8,174 | 53,549 | 110,617 | 3,06,019 | 7,502 | 47,168 | 118,119 | 3,53,187 | 9 |
| 32,276 | 2,09,542 | 325,109 | 9,17,518 | 10,706 | 87,065 | 335,905 | 10,04,583 | 10 |
| 3,534 | 33,890 | 11,165 | 43,837 | 10,378 | 67,108 | 21,543 | 1,10,945 | 11 |
| 51,701 | 3,98,354 | 61,974 | 1,89,002 | 8,353 | 55,269 | 70,327 | 2,44,271 | 12 |
| 5,529 | 19,766 | 10,235 | 40,111 | 2,950 | 34,485 | 13,215 | 74,596 | 13 |
| 1,517 | 7,544 | 12,551 | 47,285 | 1,097 | 5,074 | 13,648 | 52,359 | 14 |
| 18,899 | 1,67,372 | 47,036 | 1,88,802 | 4,546 | 29,712 | 51,582 | 2,18,514 | 2 |
| 9,742 | 91,451 | 195,946 | 7,75,100 | 2,982 | 23,595 | 198,928 | 7,98,695 | 15 |
| ... | ... | 7,109 | 22,833 | ... | ... | 7,109 | 22,833 | 16 |
| 991 | 4,808 | 7,660 | 27,220 | 1,393 | 3,721 | 9,053 | 30,941 | 17 |
| 1,231 | 20,668 | 11,429 | 38,072 | 1,466 | 12,091 | 12,895 | 50,163 | 7 |
| 488 | 2,256 | 289 | 837 | 128 | 459 | 417 | 1,326 | 18 |
| 4,030 | 28,925 | 18,133 | 64,353 | 1,367 | 7,010 | 19,500 | 71,363 | 19 |
| 281 | 1,208 | 2,630 | 8,549 | 228 | 870 | 2,808 | 9,419 | 20 |
| 1,317 | 6,971 | 2,096 | 6,409 | 170 | 597 | 2,266 | 7,006 | 21 |
| 3,786 | 20,806 | 67,809 | 2,87,651 | 2,269 | 10,655 | 70,078 | 2,98,306 | 24 |
| 554 | 3,528 | 145 | 445 | 32 | 192 | 177 | 637 | 25 |
| 391,290 | 37,61,070 | 2,028,376 | 68,46,981 | 133,073 | 10,86,353 | 2,161,449 | 79,33,334 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over each

XXXI.

TOBACCO.

| Classification No. of Railway (Detailed in "Index" to Appendix 1.) | | Railway system. | (1) Unmanufactured. | | (2) Manufactured. | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | (a) Cigars. | | (b) Other sorts. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 299 | 300 | 301 | 302 | 303 | 304 | 305 | 306 | 307 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward ... | 353,866 | 30,81,391 | 3,649 | 76,029 | 33,775 | 5,95,650 |
| | | **2′ 6″ gauge.** | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | Barasat-Basirhat Light ... | ... | ... | ... | ... | ... | ... |
| 30 | ... | Parsi Light ... ... | 117 | 559 | 1 | 5 | 90 | 622 |
| 31 | ... | Bowringpet-Kolar ... | 16 | 12 | ... | ... | 3 | 4 |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | .. | ... | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light | 13 | 39 | ... | ... | ... | ... |
| 36 | ... | Cutch ... ... | 5 | 15 | 7 | 22 | ... | ... |
| 37 | ... | Dehri-Rohtas Light ... | 4 | 10 | ... | ... | ... | ... |
| 38 | ... | Dholpur-Bari ... ... | 20 | 63 | ... | ... | ... | ... |
| 40 | ... | Godhra-Lunavada ... | 4 | 18 | ... | ... | ... | ... |
| 41 | ... | Jessore—Jhenidah Light ... | 7 | 17 | ... | ... | | ... |
| 42 | .. | Madaya Light ... ... | ... | ... | ... | ... | ... | Information |
| 1 | (*d*) | Mourbhanj ... ... | 32 | 12 | ... | ... | 5 | 12 |
| 43 | ... | Nadiad-Kapadvanj ... | 25 | 77 | ... | ... | ... | 1 |
| 1 | (*f*) | Parlakimedi Light ... | 37 | 37 | 1 | 2 | ... | ... |
| 24 | (*c*) | Powayan Light ... .. | ... | ... | ... | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light | 553 | 2,140 | 2 | 11 | 1 | 4 |
| 45 | ... | Tarkessur-Magra Light ... | 22 | 77 | ... | ... | 14 | 25 |
| 46 | ... | Tezpore—Balipara Light ... | 5 | 23 | ... | ... | ... | ... |
| | | **2′ 0″ gauge.** | | | | | | |
| 47 | ... | Darjeeling-Himalayan ... | 96 | 1,818 | 437 | 9,471 | 52 | 1,094 |
| 48 | ... | Gwalior Light ... ... | ... | ... | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... |
| 51 | ... | Jagadhri Light ... ... | ... | ... | .. | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... |
| | | TOTAL ... | 354,832 | 33,04,352 | 4,027 | 85,540 | 33,940 | 5,97,422 |

# DIX 11—*contd.*

## *earnings therefrom during the financial year 1913-14.*

railway in India and is therefore not the same as the total production and imports.]

| | XXXII. Wood. | | | | | | Number. |
|---|---|---|---|---|---|---|---|
| Total. | (1) Timber, unwrought. | | (2) Manufactures. | | Total. | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 308 | 309 | 310 | 311 | 312 | 313 | 314 | 315 | 316 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 391,290 | 37,61,070 | 2,028,376 | 68,46,981 | 133,073 | 10,86,353 | 2,161,499 | 79,33,334 | |
| ... | ... | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| 208 | 1,177 | 2,732 | 6,045 | 319 | 1,497 | 3,051 | 7,542 | 30 |
| 19 | 26 | 1 | 1 | ... | ... | 1 | 1 | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | 33 |
| 13 | 39 | 1,050 | 836 | 7 | 21 | 1,057 | 857 | 35 |
| 12 | 37 | 864 | 919 | 20 | 27 | 884 | 946 | 36 |
| 4 | 10 | 54 | 71 | ... | ... | 54 | 71 | 37 |
| 20 | 63 | 82 | 119 | 11 | 30 | 93 | 149 | 38 |
| 4 | 18 | 3 | 7 | 2 | 6 | 5 | 13 | 40 |
| 7 | 17 | 40 | 117 | ... | ... | 40 | 117 | 41 |
| not furnished. | ... | ... | ... | ... | ... | ... | ... | 42 |
| 37 | 74 | 1,675 | 3,329 | 6 | 18 | 1,681 | 3,347 | 1 |
| 25 | 78 | 926 | 1,676 | 40 | 157 | 966 | 1,833 | 43 |
| 38 | 39 | 28 | 23 | 178 | 247 | 206 | 275 | 1 |
| ... | ... | 891 | 925 | ... | ... | 891 | 925 | 24 |
| 556 | 2,155 | 2,949 | 7,545 | 288 | 956 | 3,237 | 8,501 | 44 |
| 46 | 102 | 712 | 529 | 35 | 77 | 747 | 606 | 45 |
| 5 | 26 | ... | ... | ... | ... | ... | ... | 46 |
| 585 | 12,383 | 143 | 1,623 | 379 | 6,071 | 522 | 7,699 | 47 |
| ... | ... | ... | ... | ... | ... | ... | ... | 48 |
| ... | ... | ... | ... | ... | ... | ... | .. | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | 50 |
| ... | ... | ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | ... | ... | ... | 52 |
| 892,869 | 37,77,314 | 2,040,526 | 68,70,756 | 134,358 | 10,95,430 | 2,174,884 | 79,66,216 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over each

XXXIII.

Wool.

| Classification No. of Railway (Detailed in "Index" to Appendix I). | | Railway system. | (1) Raw. | | (2) Manufac | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | (a) Carpets and rugs. | | (b) Piece-goods, European. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 317 | 318 | 319 | 320 | 321 | 322 | 323 | 324 | 325 |
| | | 5′ 6″ gauge. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| 1 | (a) to (e), (g) & (k) | Bengal-Nagpur ... ... | 81 | 1,312 | ... | ... | ... | ... |
| 2 | (a) to (e) & (m) to (o) | Bombay, Baroda and Central India | 7,063 | 1,40,040 | 322 | 5,740 | 297 | 13,701 |
| 3 | (a) to (d) | Eastern Bengal ... | 1,235 | 22,284 | ... | ... | ... | ... |
| 4 | ... | East Indian ... ... | 2,415 | 36,161 | 448 | 12,539 | 57 | 1,397 |
| 5 | (a) to (h) | Great Indian Peninsula ... | 1,032 | 15,082 | 120 | 3,979 | 459 | 10,225 |
| 6 | (a) to (l) | Madras and Southern Mahratta | 2,036 | 35,463 | 508 | 7,784 | 6 | 108 |
| 7 | (a) & (b) | Nizam's Guaranteed State ... | 313 | 6,224 | 139 | 1,561 | 10 | 116 |
| 8 | (a) to (o) | North Western ... ... | 33,625 | 7,89,295 | 253 | 7,374 | 544 | 19,380 |
| 9 | (a) to (c) | Oudh and Rohilkhand ... | 1,563 | 7,523 | 26 | 159 | 8 | 31 |
| 10 | (a) to (k) | South Indian ... ... | 268 | 2,701 | 170 | 2,883 | ... | 11 |
| | | 3′ 3¾″ gauge. | | | | | | |
| 11 | ... | Assam-Bengal ... ... | 2 | 29 | 3 | 32 | ... | ... |
| 12 | ... | Bengal and North-Western ... | 258 | 3,616 | 81 | 581 | 34 | 432 |
| 13 | ... | Bengal Dooars ... ... | ... | ... | ... | ... | ... | ... |
| 14 | ... | Bhavnagar ... ... | 403 | 2,895 | ... | ... | ... | 1 |
| 2 | (f) to (l) | Bombay, Baroda and Central India | 11,987 | 1,93,361 | 413 | 5,340 | 83 | 1,094 |
| 15 | ... | Burma ... ... | 14 | 277 | 156 | 3,590 | 3 | 45 |
| 16 | ... | Dibru Sadiya ... ... | ... | ... | ... | ... | ... | ... |
| 17 | ... | Goudal-Porbandar ... | 372 | 1,749 | ... | ... | ... | ... |
| 7 | (c) & (d) | Hingoli Branch and Hyderabad-Godavari Valley | 13 | 122 | 31 | 541 | ... | 4 |
| 18 | ... | Jamnagar ... ... | 219 | 682 | 2 | 6 | ... | 5 |
| 19 | ... | Jodhpur-Bikaner ... | 5,824 | 55,969 | 9 | 126 | 6 | 85 |
| 20 | ... | Junagad ... ... | 112 | 506 | ... | ... | ... | 1 |
| 21 | ... | Morvi ... ... | 450 | 2,727 | ... | ... | ... | ... |
| 24 | (a) & (b) | Rohilkund and Kumaon ... | 241 | 2,652 | 17 | 115 | 12 | 48 |
| 25 | ... | Udaipur Chitorgarh ... | 101 | 761 | ... | 1 | ... | 2 |
| | | Carried over ... | 69,658 | 13,21,431 | 2,698 | 52,351 | 1,519 | 43,686 |

## DIX 11—*contd.*

### *earnings therefrom during the financial year 1913-14.*

railway in India and is therefore not the same as the total production and imports.]

| XXXIV. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | NUMBER. |
| tured. | | | | | | All other articles of merchandise. | | |
| (c) Piece-goods, Indian. | | (d) Other sorts of manufactures. | | TOTAL. | | | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 326 | 327 | 328 | 329 | 330 | 331 | 332 | 333 | 334 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| ... | ... | 299 | 6,021 | 380 | 7,333 | 284,659 | 12,81,477 | 1 |
| 218 | 6,626 | 27 | 635 | 7,927 | 1,66,742 | 453,336 | 28,00,442 | 2 |
| ... | ... | 491 | 7,277 | 1,756 | 29,561 | 164,519 | 6,40,798 | 3 |
| 745 | 20,720 | 867 | 15,909 | 4,532 | 86,726 | 403,654 | 34,33,492 | 4 |
| 176 | 5,885 | 1,308 | 25,898 | 3,095 | 61,069 | 499,354 | 37,91,321 | 5 |
| 91 | 1,776 | 2,090 | 29,769 | 4,731 | 74,900 | 205,009 | 15,73,621 | 6 |
| 244 | 2,626 | ... | ... | 706 | 10,527 | 14,483 | 68,781 | 7 |
| 6,366 | 36,738 | 2,857 | 59,825 | 43,646 | 9,12,612 | 662,560 | 51,56,953 | 8 |
| 294 | 2,013 | 538 | 5,408 | 2,429 | 15,134 | 404,567 | 12,62,237 | 9 |
| 282 | 5,571 | 52 | 776 | 772 | 11,942 | 367,636 | 16,00,550 | 10 |
| ... | ... | 96 | 1,507 | 101 | 1,568 | 22,045 | 1,63,040 | 11 |
| 264 | 3,073 | 38 | 336 | 675 | 8,038 | 94,963 | 4,31,525 | 12 |
| ... | ... | 7 | 51 | 7 | 51 | 7,180 | 48,580 | 13 |
| 1 | 3 | 1 | 2 | 405 | 2,901 | 6,391 | 19,334 | 14 |
| 249 | 4,125 | 8 | 121 | 12,740 | 2,04,041 | 410,578 | 19,00,934 | 2 |
| 3 | 45 | 4 | 55 | 180 | 4,012 | 186,767 | 8,96,273 | 15 |
| ... | ... | ... | ... | ... | ... | 54,299 | 82,487 | 16 |
| ... | ... | 87 | 411 | 459 | 2,160 | 8,395 | 29,257 | 17 |
| 126 | 1,715 | ... | ... | 170 | 2,382 | 7,040 | 66,785 | 7 |
| 1 | 5 | 15 | 81 | 237 | 779 | 1,628 | 5,634 | 18 |
| 30 | 280 | 240 | 2,298 | 6,109 | 58,758 | 37,311 | 1,28,677 | 19 |
| *3 | 17 | ... | ... | 115 | 524 | 4,771 | 16,231 | 20 |
| ... | ... | 3 | 21 | 453 | 2,748 | 2,642 | 12,212 | 21 |
| ... | ... | 97 | 510 | 367 | 3,325 | 132,466 | 2,07,598 | 24 |
| 2 | 15 | ... | ... | 103 | 779 | 1,097 | 6,659 | 25 |
| *9,095 | 91,233 | 9,125 | 156,911 | 92,095 | 16,68,612 | 4,437,650 | 2,56,88,288 | |

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over each

XXXIII.

Wool.

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | (1) Raw. | | (2) Manufac | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | (a) Carpets and rugs. | | (b) Piece-goods, European. | |
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 317 | 318 | 319 | 320 | 321 | 322 | 323 | 324 | 325 |
| | | | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. |
| | | Brought forward ... | 69,658 | 13,21,431 | 2,698 | 52,351 | 1,519 | 46,686 |
| | | **2′ 6″ gauge.** | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | Baraset-Basirhat Light ... | ... | ... | ... | ... | ... | ... |
| 30 | ... | Barsi Light ... ... | ... | 3 | 2 | 14 | ... | ... |
| 31 | ... | Bowringpet-Kolar ... | ... | ... | ... | ... | ... | ... |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | ... | ... | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light | 1 | 7 | ... | ... | ... | ... |
| 36 | ... | Cutch ... ... | 209 | 132 | ... | ... | ... | ... |
| 37 | ... | Dehri-Rohtas Light ... | ... | ... | ... | ... | ... | ... |
| 38 | ... | Dholpur-Bari ... ... | 3 | 11 | ... | ... | ... | ... |
| 40 | ... | Godhra-Lunavada ... | ... | ... | ... | ... | ... | ... |
| 41 | ... | Jessore-Jhenidah Light ... | ... | ... | ... | ... | ... | ... |
| 42 | ... | Madaya Light ... ... | ... | ... | ... | ... | ... | Information |
| 1 | (*d*) | Mourbhanj ... ... | ... | ... | ... | ... | ... | ... |
| 43 | ... | Nadiad-Kapadvanj ... | 29 | 155 | 1 | 2 | ... | ... |
| 1 | (*f*) | Parlakimedi Light ... | ... | ... | ... | 1 | ... | ... |
| 24 | (*c*) | Powayan Light ... ... | ... | ... | ... | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light | 6 | 28 | ... | ... | ... | ... |
| 45 | ... | Tarkessur-Magra Light ... | ... | ... | ... | ... | ... | ... |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | ... | ... | ... | ... |
| | | **2′ 0″ gauge.** | | | | | | |
| 47 | ... | Darjeeling-Himalayan ... | 2 | 57 | 5 | 145 | 3 | 98 |
| 48 | ... | Gwalior Light ... | ... | ... | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... |
| 51 | ... | Jagadhari Light ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... |
| | | TOTAL ... | 69,908 | 13,21,824 | 2,706 | 52,503 | 1,522 | 46,784 |

# DIX 11—*contd.*

## *earnings therefrom during the financial year 1913-14.*

railway in India and is therefcre not the same as the total production and imports.]

| tured. | | | | | | XXXIV. | | NUMBER. |
|---|---|---|---|---|---|---|---|---|
| (c) Piece-goods, Indian. | | (d) Other sorts of manufactures. | | TOTAL. | | All other articles of merchandise. | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 326 | 327 | 328 | 329 | 330 | 331 | 332 | 333 | 334 |
| Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | Tons. | Rs. | |
| 9,095 | 91,283 | 9,125 | 1,56,911 | 92,095 | 16,68,612 | 4,437,650 | 2,56,88,288 | |
| ... | ... | ... | ... | ... | ... | *25,000 | *44,000 | 27 |
| ... | ... | ... | ... | ... | ... | *21,000 | *42,000 | 29 |
| ... | ... | 125 | 501 | 117 | 518 | 10,473 | 30,023 | 30 |
| ... | ... | ... | ... | ... | ... | 73 | 153 | 31 |
| ... | ... | ... | ... | ... | ... | *28,000 | *52,000 | 32 |
| ... | ... | ... | ... | 1 | 7 | 6,842 | 4,093 | 35 |
| ... | ... | ... | ... | 209 | 182 | 1,510 | 2,504 | 36 |
| ... | ... | ... | ... | ... | ... | 288 | 506 | 37 |
| ... | ... | ... | ... | 3 | 11 | 484 | 689 | 38 |
| ... | ... | ... | ... | ... | ... | 1,654 | 1,429 | 40 |
| ... | ... | .. | ... | ... | ... | 520 | 1,205 | 41 |
| not furnished. | ... | ... | ... | ... | ... | ... | ... | 42 |
| ... | ... | 4 | 9 | 4 | 9 | 6,585 | 8,728 | 1 |
| ... | ... | ... | ... | 30 | 157 | 1,274 | 3,333 | 43 |
| ... | ... | ... | ... | ... | 1 | 1,311 | 1,629 | 1 |
| ... | ... | ... | ... | ... | ... | 11,776 | 12,101 | 24 |
| 1 | 5 | 5 | 26 | 12 | 59 | 5,830 | 13,324 | 44 |
| ... | ... | ... | ... | ... | ... | 29,736 | 19,254 | 45 |
| .. | ... | ... | ... | ... | ... | 1,930 | 8,380 | 46 |
| 6 | 161 | 2 | 76 | 18 | 537 | 5,374 | 73,025 | 47 |
| ... | ... | ... | ... | ... | ... | *79,000 | *2,27,000 | 48 |
| ... | ... | ... | ... | ... | ... | *43,000 | *69,000 | 49 |
| ... | ... | ... | ... | ... | ... | *12,000 | *15,000 | 50 |
| ... | ... | ... | ... | ... | ... | *9,000 | *9,000 | 51 |
| ... | ... | ... | ... | ... | ... | *35,000 | *91,000 | 52 |
| 9,102 | 91,399 | 9,261 | 1,57,523 | 92,499 | 16,70,043 | 4,776,310 | 2,64,17,864 | |

* Represents total articles of merchandise and earnings therefrom.

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | GRAND TOTAL. | | (1) Horses. | | (2) Cattle. | |
|---|---|---|---|---|---|---|---|---|
| Main head | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 335 | 336 | 337 | 338 | 339 | 340 | 341 | 342 | 343 |
| | | **5′ 6″ gauge.** | Tons. | Rs. | Tons.‡ | Rs. | Tons.‡ | Rs. |
| 1 | (*a*) to (*c*), (*e*), (*g*) & (*h*) | Bengal-Nagpur ... | 6,416,516 | 2,43,88,640 | 140 | 4,964 | 22,521 | 1,46,197 |
| 2 | (*a*) to (*e*) & (*m*) to (*o*) | Bombay, Baroda and Central India. | 2,821,804 | 2,34,42,233 | 679 | 14,045 | 13,620 | 1,97,509 |
| 3 | (*a*) to (*d*) | Eastern Bengal ... | 4,469,798 | 1,82,23,667 | 687 | 7,944 | 22,617 | 1,78,313 |
| 4 | ... | East Indian ... ... | 14,598,598 | 6,66,71,094 | 3,522 | 1,38,747 | 16,173 | 3,02,256 |
| 5 | (*a*) to (*h*) | Great Indian Peninsula ... | 6,366,643 | 5,97,54,996 | 1,871 | 71,397 | 15,976 | 1,60,674 |
| 6 | (*a*) to (*l*) | Madras and Southern Mahratta | 3,473,462 | 2,29,26,775 | 778 | 16,446 | 5,839 | 51,663 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | 1,001,957 | 48,03,358 | 255 | 3,094 | 56 | 937 |
| 8 | (*a*) to (*o*) | North Western ... | 6,544,072 | 5,35,90,192 | 6,898 | 1,36,553 | 17,703 | 2,07,329 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 2,135,769 | 87,76,763 | 1,408 | 46,412 | 5,218 | 58,187 |
| 10 | (*a*) to (*k*) | South Indian ... | 2,682,259 | 1,24,73,165 | 277 | 3,330 | 4,703 | 34,209 |
| | | **3′ 3⅜″ gauge.** | | | | | | |
| 11 | ... | Assam-Bengal ... | 681,874 | 31,00,454 | 27 | 383 | 2,246 | 19,822 |
| 12 | ... | Bengal and North-Western ... | 1,985,046 | †86,35,306 | 308 | 3,550 | 21,345 | 2,73,005 |
| 13 | ... | Bengal Doars ... | 181,756 | 11,81,211 | 2 | 37 | 46 | 350 |
| 14 | ... | Bhavnagar ... ... | 197,344 | 5,97,103 | 38 | 416 | 1,171 | 4,224 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 2,736,364 | 1,65,33,875 | 929 | 20,914 | 15,340 | 1,51,790 |
| 15 | ... | Burma ... ... | 2,387,708 | 1,24,13,692 | 987 | 37,099 | 7,282 | 2,02,700 |
| 16 | ... | Dibru-Sadiya ... ... | 573,735 | 10,88,127 | ... | ... | 134 | 749 |
| 17 | ... | Gondal-Porbandar ... | 245,076 | 5,33,116 | 42 | 414 | 6 | 1,540 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | 308,282 | 24,31,684 | 184 | 3,551 | 59 | 1,601 |
| 18 | ... | Jamnagar ... ... | 40,908 | 82,952 | 38 | 456 | 79 | 145 |
| 19 | ... | Jodhpur-Bikaner ... | 973,600 | 35,21,521 | 454 | 5,700 | 716 | 6,872 |
| 20 | ... | Junagad ... ... | 107,396 | 2,28,504 | 11 | 146 | 186 | 370 |
| 21 | ... | Morvi ... ... | 81,218 | 2,26,103 | 402 | 435 | 69 | 1,515 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 586,282 | 18,12,264 | 7 | 153 | 53 | 1,000 |
| 25 | ... | Udaipur-Chitorgarh ... | 22,619 | 1,02,694 | 31 | 295 | 5 | 20 |
| | | Carried over ... | 61,620,086 | 34,75,77,439 | 20,065 | 5,16,451 | 173,733 | 20,02,977 |

† Excluding Rs. 6,96,482 in respect of ferries and steam-boats which are included in the details. The tonnage and earnings of the Cawnpore-Barhwal (3′ 3⅜″ gauge link) railway are included throughout with the Bengal and North-Western railway.

## DIX 11—*concld.*

### *earnings therefrom during the financial year 1913-14.*

each railway in India and is therefore not the same as the total production and imports.]

| XXXV. Animals. | | | | | | Number. |
|---|---|---|---|---|---|---|
| (3) Sheep, etc. | | (4) Elephants. | | Total. | | |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | Main head. |
| 344 | 345 | 346 | 347 | 348 | 349 | 350 |
| Tons. ‡ | Rs. | Tons. ‡ | Rs. | Tons. ‡ | Rs. | |
| 3,917 | 57,345 | 12 | 379 | 26,590 | 2,08,885 | 1 |
| 20,039 | 4,44,518 | ... | ... | 34,338 | 6,56,072 | 2 |
| 770 | 9,240 | 6 | 839 | 24,080 | 1,96,336 | 3 |
| 9,413 | 2,74,248 | 30 | 697 | 29,138 | 7,15,948 | 4 |
| 5,137 | 1,07,607 | 7 | 59 | 22,991 | 3,39,737 | 5 |
| 10,249 | 1,19,773 | 5 | 837 | 16,871 | 1,88,719 | 6 |
| 11 | 157 | ... | ... | 322 | 4,188 | |
| 770 | 16,723 | 10 | 29 | 25,381 | 3,60,634 | 8 |
| 880 | 13,050 | ... | ... | 7,506 | 1,17,649 | 9 |
| 17,873 | 1,25,520 | 100 | 700 | 22,953 | 1,63,759 | 10 |
| 265 | 4,333 | 3 | 197 | 2,541 | 24,735 | 11 |
| 1,121 | 19,923 | ... | ... | 22,774 | 2,96,478 | 12 |
| 1 | 7 | ... | ... | 49 | 394 | 13 |
| 54 | 361 | ... | ... | 1,263 | 5,001 | 14 |
| 12,726 | 1,95,567 | ... | ... | 28,995 | 3,68,271 | 2 |
| 2,823 | 98,410 | ... | ... | 11,092 | 3,38,209 | 15 |
| ... | ... | ... | ... | 134 | 749 | 16 |
| 6 | 344 | ... | ... | 624 | 2,298 | 17 |
| 41 | 919 | ... | ... | 284 | 6,071 | 7 |
| 41 | 258 | ... | ... | 158 | 859 | 18 |
| 399 | 1,489 | ... | ... | 1,569 | 14,061 | 19 |
| 9 | 41 | ... | ... | 206 | 557 | 20 |
| 1 | 12 | ... | ... | 562 | 1,962 | 21 |
| 5 | 101 | ... | ... | 65 | 1,224 | 24 |
| ... | ... | ... | ... | 36 | 315 | 25 |
| 86,551 | 14,89,946 | 173 | 3,737 | 280,522 | 40,13,111 | |

‡ Live stock has been converted into tons at:—

A head of cattle, or a pony or horse ... ... = 0·25 ton.
A sheep, goat, etc. ... ... ... = 0·025 ton.
An elephant ... ... ... ... = 2·50 tons.

# APPEN

## *Principal commodities carried by railways and the*

[The total quantity of each commodity represents the total weight conveyed over

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | GRAND TOTAL. | | (1) Horses. | | (2) Cattle. | |
|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. |
| 335 | 336 | 337 | 338 | 339 | 340 | 341 | 342 | 343 |
| | | | Tons. | Rs. | Tons.* | Rs. | Tons.* | Rs. |
| | | Brought forward ... | 61,620,086 | 34,75,77,429 | 20,065 | 5,16,451 | 173,733 | 20,02,977 |
| | | **2′ 6″ gauge.** | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | 26,000 | 44,000 | ... | ... | ... | ... |
| 29 | ... | Barsset-Basirhat Light ... | 21,000 | 42,000 | ... | ... | ... | ... |
| 30 | ... | Barsi Light ... ... | 250,958 | 6,31,387 | 9 | 188 | 1 | 16 |
| 31 | ... | Bowring Kolar ... | 837 | 986 | ... | ... | ... | ... |
| 32 | ... | Bukhtiarpore-Bihar Light ... | 28,000 | 52,000 | ... | ... | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light.. | 58,483 | 52,570 | ... | ... | ... | ... |
| 36 | ... | Cutch ... ... | 18,056 | 41,470 | ... | ... | ... | ... |
| 37 | ... | Dehri-Rohtas Light ... | 87,289 | 1,34,347 | ... | ... | ... | ... |
| 38 | ... | Dholpur-Bari ... | 21,450 | 24,742 | ... | ... | ... | ... |
| 40 | ... | Godhra-Lunavada ... | 2,154 | 2,672 | ... | ... | ... | ... |
| 41 | ... | Jessore-Jhenidah Light ... | 4,006 | 10,363 | ... | ... | ... | ... |
| 42 | ... | Madaya Light ... ... | ... | ... | ... | ... | ... | Information |
| 1 | (*d*) | Mourbhanj ... ... | 21,247 | 36,902 | ... | ... | ... | ... |
| 43 | ... | Nadiad-Kapadvanj ... | 11,883 | 28,560 | ... | ... | ... | ... |
| 1 | (*f*) | Parlakimedi Light ... | 15,886 | 14,758 | ... | ... | ... | ... |
| 24 | (*e*) | Powayan Light ... | 24,360 | 27,143 | ... | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | 91,013 | 2,35,492 | ... | ... | ... | ... |
| 45 | ... | Tarkessur-Megra Light ... | 40,443 | 31,903 | ... | ... | ... | ... |
| 46 | ... | Tezpore-Balipara Light ... | 21,718 | 75,536 | ... | ... | ... | ... |
| | | **2′ 0″ gauge.** | | | | | | |
| 47 | ... | Darjeeling-Himalayan ... | 46,596 | 6,42,672 | ... | ... | 269 | 1,612 |
| 48 | ... | Gwalior Light ... | 79,000 | 2,27,000 | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light ... | 43,000 | 69,000 | ... | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | 12,000 | 15,000 | ... | ... | ... | ... |
| 51 | ... | Jagadhri Light ... | 9,000 | 9,000 | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | 35,000 | 91,000 | ... | ... | ... | ... |
| | | TOTAL ... | 62,589,465 | 35,01,17,992 | 20,074 | 5,16,639 | 174,003 | 20,04,605 |

* Live stock has been converted into tons at :—

A head of cattle, or a pony or horse ... ... ... = 0·25 ton.
A sheep, goat, etc. ... ... ... ... = 0·025 ton.
An elephant ... ... ... ... = 2·50 tons.

## DIX 11—*concld.*

### *earnings therefrom during the financial year 1913-14.*

and is therefore not the same as the total production and imports.]

| XXXV. ANIMALS. | | | | | | NUMBER. |
|---|---|---|---|---|---|---|
| (3) Sheep, etc. | | (4) Elephants. | | TOTAL. | | Main head. |
| Quantity. | Earnings. | Quantity. | Earnings. | Quantity. | Earnings. | |
| 344 | 345 | 346 | 347 | 348 | 349 | 350 |
| Tons.* | Rs. | Tons.* | Rs. | Tons.* | Rs. | |
| 86,551 | 14,89,946 | 173 | 3,737 | 280,522 | 40,13,111 | |
| ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | ... | 29 |
| ... | ... | ... | ... | 10 | 2 | 30 |
| ... | ... | ... | ... | ... | ... | 31 |
| ... | ... | ... | ... | ... | ... | 32 |
| ... | ... | ... | ... | ... | ... | 35 |
| ... | ... | ... | ... | ... | ... | 36 |
| ... | ... | ... | ... | ... | ... | 37 |
| ... | ... | ... | ... | ... | ... | 38 |
| ... | ... | ... | ... | ... | ... | 40 |
| ... | ... | ... | ... | ... | ... | 41 |
| not furnished. | ... | ... | ... | ... | ... | 42 |
| ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | ... | ... | ... | ... | 43 |
| ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | ... | ... | ... | ... | 24 |
| ... | ... | ... | ... | ... | ... | 44 |
| ... | ... | ... | ... | ... | ... | 45 |
| ... | ... | ... | ... | ... | ... | 46 |
| ... | ... | ... | ... | 269 | 1,612 | 47 |
| ... | ... | ... | ... | ... | ... | 48 |
| ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | ... | 50 |
| ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | ... | 52 |
| 86,551 | 14,89,946 | 173 | 3,737 | 280,801 | 40,14,927 | |

# APPEN

## *Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Serial number. | 1 | 2 | 3 | 4 | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | Description of railway | | |
| Main head. | Sub-head. | Railway system. | Gauge of railway. | Mean mileage worked. | Number of stations. | Total length of the under | | |
| | | | | | | $(a)\frac{1}{16}$ and less. | $(b)\frac{1}{16}$ to $\frac{1}{80}$. | $(c)\frac{1}{80}$ to $\frac{1}{120}$. |
| | | | | Miles. | No. | Miles. | Miles. | Miles. |
| | | 5′ 6″ Gauge. | | | | | | |
| 1 | (a) | Bengal-Nagpur | 5′ 6″ | 1,869·35 | 298 | ... | 0·15 | 119·84 |
| 2 | (a) to (e) | Bombay, Baroda and Central India | 5′ 6″ | 1,199·39 | 202 | ... | 1·32 | 0·31 |
| 3 | (a) | Eastern Bengal | 5′ 6″ | 507·04 | 145 | ... | ... | ... |
| 4 | (a) to (d) | East Indian | 5′ 6″ | 2,762·00 | 475 | 6·05 | 18·62 | 49·88 |
| 5 | (a) to (f) | Great Indian Peninsula | 5′ 6″ | 3,024·09 | 467 | 19·31 | 2·82 | 72·30 |
| 6 | (a) and (b) | Madras and Southern Mahratta | 5′ 6″ | 1,041·61 | 210 | ... | 13·60 | 34·42 |
| 7 | (a) and (b) | Nizam's Guaranteed State | 5′ 6″ | 354·70 | 48 | ... | ... | 79·19 |
| 8 | (a) to (k) | North Western | 5′ 6″ | 4,859·89 | 796 | 82·62 | 93·23 | 152·22 |
| 9 | (a) to (c) | Oudh and Rohilkhand | 5′ 6″ | 1,602·10 | 287 | ... | 9·30 | 6·41 |
| 10 | (a) | South Indian | 5′ 6″ | 577·94 | 85 | ... | 9·26 | 15·00 |
| | | 3′ 3½″ Gauge. | | | | | | |
| 11 | ..... | Assam-Bengal | 3′ 3½″ | 808·35 | 160 | 10·11 | 35·67 | 28·45 |
| 12 | (a) and (b) | Bengal and North-Western | 3′ 3½″ | 2,110·90 | 363 | 0·30 | 0·15 | ... |
| 14 | (a) and (b) | Bhavnagar | 3′ 3½″ | 217·53 | 34 | ... | 0·29 | 1·45 |
| 2 | (f) to (l) | Bombay, Baroda and Central India | 3′ 3½″ | 2,212·11 | 314 | 3·40 | 0·23 | 18·75 |
| 15 | (a) to (c) | Burma | 3′ 3½″ | 1,549·10 | 305 | 68·04 | 24·68 | 50·47 |
| 3 | (b) to (d) | Eastern Bengal | 3′ 3½″ | 1,150·73 | 209 | 0·34 | 0·52 | 4·43 |
| 17 | (a) to (c) | Gondal-Porbandar | 3′ 3½″ | 211·16 | 37 | 1·69 | ... | ... |
| 7 | (c) and (d) | Hingoli Branch and Hyderabad-Godavari Valley | 3′ 3½″ | 441·44 | 64 | ... | ... | ... |
| 18 | ..... | Jamnagar | 3′ 3½″ | 54·22 | 7 | ... | ... | 0·17 |
| 19 | (a) to (e) | Jodhpur-Bikaner | 3′ 3½″ | 1,283·57 | 150 | ... | ... | ... |
| 20 | ..... | Junagad | 3′ 3½″ | 113·42 | 17 | ... | ... | 1·35 |
| 6 | (c) to (l) | Madras and Southern Mahratta | 3′ 3½″ | 2,091·21 | 335 | 16·25 | 81·33 | 692·22 |
| 10 | (c) | Nilgiri | 3′ 3½″ | 28·96 | 12 | 22·95 | 1·61 | 0·27 |
| 24 | (a) and (b) | Rohilkund and Kumaon | 3′ 3½″ | 559·95 | 92 | ... | 6·41 | 8·89 |
| 10 | (f) | Shoranur-Cochin | 3′ 3½″ | 64·75 | 15 | ... | 13·75 | 9·14 |
| 10 | (b), (d), (e) and (g) to (i) | South Indian | 3′ 3½″ | 1,114·24 | 272 | 0·04 | 14·64 | 130·82 |
| 25 | ..... | Udaipur-Chitorgarh | 3′ 3½″ | 68·72 | 11 | ... | ... | 1·10 |
| | | 2′ 6″ Gauge. | | | | | | |
| 1 | b), (c) and (e) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | 2′ 6″ | 594·27 | 77 | ... | 34·65 | 90·17 |
| 8 | (l) | Kalka-Simla | 2′ 6″ | 59·92 | 21 | 6·00 | 2·38 | 9·94 |
| 8 | (m) and (n) | Kohat-Thal and Nowshera-Durgai | 2′ 6″ | 102·00 | 18 | 0·06 | ... | 27·57 |
| 10 | (f) | Morappur-Dharmapuri | 2′ 6″ | 78·40 | 10 | ... | 5·38 | 2·78 |
| 1 | (g) | Purulia-Ranchi | 2′ 6″ | 93·34 | 17 | ... | 9·57 | 23·74 |
| 1 | (h) | Raipur-Dhamtari | 2′ 6″ | 56·94 | 14 | 0·51 | ... | ... |
| 10 | (k) | Tirupattur-Krishnagiri | 2′ 6″ | 25·38 | 5 | ... | 8·21 | 2·29 |
| 8 | (o) | Trans Indus (Kalabagh-Bannu) | 2′ 6″ | 70·64 | 13 | 0·36 | 0·08 | 16·64 |
| | | 2′ 0″ Gauge. | | | | | | |
| 19 | (f) | Pipar Road-Bhavi Light | 2′ 0″ | 25·25 | 4 | ... | ... | 0·68 |

# DIX 12.

*during each half of the financial year 1913-14.*

prepare these statistics.]

| | 5 | | | 6 | | 7 | | 8 | | 9 | | 10 | | Number. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WORKED. | | | | FINANCIAL RESULTS. | | | | OUTLAY, EARNINGS AND EXPENSES. (Exclusive of Steam-boat Service.) | | | | | | |
| noted gradients. | | Steepest gradient worked. | | Percentage of net earnings (including steam boat traffic) on capital outlay on lines open and partly open, i.e., on the mileage earning revenue. | | Percentage of net earnings on paid up capital. | | Capital outlay per mile open. | | Total earnings per mile open per week. | | Total working expenses per mile open per week. | | Main head. |
| (d) 1/81 to 1/80. | (e) 1/81 to 1/300 | (a) Length. | (b) Inclination. | Per cent. | | Per cent. | | Rs. | | Rs. | | Rs. | | |
| Miles. | Miles. | Miles. | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 611·90 | 149·77 | 0·15 | 1/80 | 2·86 | 3·26 | 2·86 | 3·26 | 1,68,138 | 1,71,180 | 375 | 424 | 179 | 193 | 1 |
| 260·67 | 96·43 | ... | ... | 3·40 | 4·42 | ... | ... | 2,01,242 | 2,01,367 | 585 | 656 | 307 | 300 | 2 |
| ... | 7·69 | 3·72 | 1/300 | 2·49 | 2·87 | ... | ... | 2,93,838 | 3,06,455 | 729 | 879 | 418 | 496 | 3 |
| 221·55 | 176·66 | 0·15 | 1/50 | 4·65 | 4·59 | ... | ... | 2,48,785 | 2,48,611 | 721 | 753 | 280 | 309 | 4 |
| 809·62 | 297·52 | 5·99 | 1/37 | 2·52 | 3·36 | ... | ... | 1,92,377 | 2,04,820 | 520 | 646 | 324 | 377 | 5 |
| 184·96 | 113·28 | 0·80 | 1/60 | 2·67 | 3·07 | *2·55 | *2·65 | 1,66,317 | 1,69,408 | 416 | 427 | 237 | 219 | 6 |
| 110·99 | 18·23 | 2·52 | 1/100 | †3·00 | †3 52 | †2·52 | †2·99 | 1,44,408 | 1,49,043 | 355 | 414 | 182 | 209 | 7 |
| 143·82 | 115·46 | 5·60 | 1/25 | 2·77 | 2·10 | ... | ... | 1,67,624 | 1,69,931 | 394 | 369 | 206 | 226 | 8 |
| 19·15 | 22·56 | 2·25 | 1/75 | 2·92 | 2·86 | ... | ... | 1,26,260 | 1,28,876 | 281 | 292 | 135 | 146 | 9 |
| 86·75 | 39·19 | 1·42 | 1/62 | 2·32 | 2·03 | ... | ... | 1,49,247 | 1,53,303 | 327 | 359 | 192 | 236 | 10 |
| 101·50 | 34·54 | 10·11 | 1/37 | 0·58 | 1·02 | ... | ... | 1,72,525 | 1,72,804 | 150 | 185 | 111 | 116 | 11 |
| 3·99 | 7·59 | 0·30 | 1/50 | 3·38 | 3·93 | ... | ... | 53,946 | 84,550 | 184 | 199 | 73 | 68 | 12 |
| 64·07 | 18·26 | 0·96 | 1/100 | 3·05 | 3·60 | ... | ... | 55,133 | 51,292 | 136 | 134 | 70 | 62 | 14 |
| 364·43 | 226·68 | ... | ... | 3·63 | 4·92 | ... | ... | 79,903 | 80,342 | 256 | 293 | 141 | 136 | 2 |
| 156·88 | 142·80 | 9·81 | 1/25 | 2·62 | 3·23 | ... | ... | 1,21,891 | 1,23,295 | 273 | 338 | 144 | 189 | 15 |
| 48·09 | 43·85 | 0·82 | 1/180 | 2·75 | 3·72 | ... | ... | 1,04,313 | 1,05,846 | 239 | 296 | 131 | 147 | 3 |
| 75·14 | 36·07 | 1·69 | 1/18 | 3·56 | 4·00 | ... | ... | 43,745 | 46,010 | 122 | 133 | 59 | 59 | 17 |
| 250·00 | 15·31 | 26·47 | 1/133 | 2·21 | 4·66 | 2·23 | 4·73 | 75,311 | 76,141 | 162 | 226 | 102 | 98 | 7 |
| 9·54 | 6·88 | 0·19 | 1/100 | 3·43 | 3·18 | ... | ... | 46,175 | 46,180 | 104 | 102 | 47 | 49 | 18 |
| 241·51 | 116·70 | 1·17 | 1/130 | 5·23 | 4·87 | ... | ... | 26,562 | 26,726 | 116 | 101 | 60 | 49 | 19 |
| 31·30 | 15·20 | 1·35 | 1/100 | 2·06 | 2·99 | ... | ... | 48,330 | 48,865 | 100 | 110 | 59 | 50 | 20 |
| 336·16 | 117·53 | 16·25 | 1/40 | 2·53 | 2·23 | *2·55 | *2·65 | 79,631 | 80,289 | 187 | 180 | 106 | 106 | 6 |
| 0·18 | ... | 0·27 | 1/12 | 1·10 | 0·13 | ... | ... | 2,66,543 | 2,68,291 | 404 | 312 | 257 | 298 | 10 |
| 14·61 | 23·22 | 3·44 | 1/70 | 3·49 | 3·10 | ... | ... | 62,633 | 63,095 | 144 | 140 | 60 | 65 | 24 |
| 7·45 | 3·08 | 13·75 | 1/80 | 2·02 | 1·98 | ... | ... | 1,06,823 | 1,07,190 | 195 | 196 | 112 | 114 | 10 |
| 244·55 | 103·73 | 0·04 | 1/50 | 4·55 | 3·36 | ... | ... | 97,229 | 1,01,774 | 394 | 350 | 206 | 206 | 10 |
| 30·75 | 6·98 | 0·46 | 1/100 | 2·86 | 4·55 | ... | ... | 32,957 | 33,197 | 78 | 100 | 43 | 43 | 25 |
| 127·95 | 33·29 | 0·08 | 1/73 | 0·94 | 0·78 | 0·94 | 0·78 | 59,341 | 59,598 | 74 | 76 | 52 | 58 | 1 |
| 3·40 | ... | 1·33 | 1/33 | 1·58 | 0·68 | ... | ... | 3,32,556 | 3,32,498 | 470 | 384 | 270 | 297 | 8 |
| 30·07 | 22·77 | 3·63 | 1/100 | 0·63 | 0·36 | ... | ... | 68,663 | 68,367 | 74 | 78 | 57 | 68 | 8 |
| 3·38 | ... | 4·53 | 1/67 | 0·16 | −0·06 | ... | ... | 40,268 | 40,385 | 38 | 32 | 35 | 33 | 10 |
| 13·24 | 3·94 | 9·57 | 1/80 | 2·17 | 2·63 | 2·17 | 2·63 | 68,343 | 58,919 | 109 | 101 | 52 | 41 | 1 |
| 17·83 | 2·35 | 0·51 | 1/50 | 3·19 | 4·35 | 3·19 | 4·35 | 26,074 | 26,057 | 60 | 73 | 28 | 30 | 1 |
| 4·15 | 0·21 | 7·18 | 1/67 | 0·67 | −1·17 | ... | ... | 42,514 | 42,531 | 49 | 44 | 38 | 63 | 10 |
| 12·80 | 6·12 | 0·36 | 1/50 | 0·35 | 0·47 | ... | ... | 54,646 | 57,388 | 43 | 53 | 32 | 42 | 8 |
| 2·97 | 3·30 | 0·68 | 1/100 | −0·29 | 0·77 | ... | ... | 10,899 | 10,970 | 21 | 19 | 22 | 16 | 19 |

* For both 5′ 6″ and 5′ 3½″ gauges.
† For Nizam's Guaranteed State railway only.

# APPEN

## *Analysis of working of each railway system*

[ Note.—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Serial number. | 11 | | 12 | | 13 | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Outlay, earnings and expenses | | | | | |
| Main head. | Sub-head. | | | Total earnings per train-mile. Rs. | | Total working expenses per train-mile. Rs. | | Net earnings per train-mile. Rs. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5′ 6″ Gauge. | | | | | | | |
| 1 | (a) | Bengal-Nagpur | | 4·04 | 4·47 | 1·92 | 2·04 | 2·12 | 2·43 |
| 2 | (a) to (e) | Bombay, Baroda and Central India | | 5·66 | 6·05 | 2·97 | 2·76 | 2·69 | 3·29 |
| 3 | (a) | Eastern Bengal | | 4·30 | 4·88 | 2·47 | 2·75 | 1·83 | 2·13 |
| 4 | (a) to (d) | East Indian | | 4·40 | 4·41 | 1·70 | 1·81 | 2·69 | 2·60 |
| 5 | (a) to (f) | Great Indian Peninsula | | 3·80 | 4·61 | 2·37 | 2·69 | 1·43 | 1·92 |
| 6 | (a) and (b) | Madras and Southern Mahratta | | 4·82 | 4·89 | 2·74 | 2·51 | 2·08 | 2·38 |
| 7 | (a) and (b) | Nizam's Guaranteed State | | 4·27 | 4·83 | 2·19 | 2·44 | 2·08 | 2·39 |
| 8 | (a) to (k) | North Western | | 4·58 | 4·44 | 2·39 | 2·72 | 2·19 | 1·72 |
| 9 | (a) to (e) | Oudh and Rohilkhand | | 3·97 | 4·02 | 1·90 | 2·01 | 2·07 | 2·01 |
| 10 | (a) | South Indian | | 3·62 | 3·82 | 2·13 | 2·51 | 1·49 | 1·31 |
| | | 3′ 3½″ Gauge. | | | | | | | |
| 11 | ..... | Assam-Bengal | | 3·35 | 3·78 | 2·48 | 2·37 | 0·87 | 1·41 |
| 12 | (a) and (b) | Bengal and North-Western | | 3·21 | 3·39 | 1·28 | 1·16 | 1·93 | 2·23 |
| 14 | (a) and (b) | Bhavnagar | | 3·32 | 3·16 | 1·71 | 1·46 | 1·61 | 1·70 |
| 2 | (f) to (l) | Bombay, Baroda and Central India | | 3·48 | 3·72 | 1·91 | 1·73 | 1·57 | 1·99 |
| 15 | (a) to (c) | Burma | | 3·86 | 4·39 | 2·04 | 2·33 | 1·82 | 2·06 |
| 3 | (b) to (d) | Eastern Bengal | | 2·88 | 3·48 | 1·58 | 1·93 | 1·30 | 1·95 |
| 17 | (a) to (c) | Gondal-Porbandar | | 3·34 | 3·28 | 1·63 | 1·45 | 1·71 | 1·83 |
| 7 | (c) and (d) | Hingoli Branch and Hyderabad-Godavari Valley | | 2·55 | 3·25 | 1·61 | 1·41 | 0·94 | 1·84 |
| 18 | ..... | Jamnagar | | 3·83 | 3·70 | 1·72 | 1·79 | 2·11 | 1·91 |
| 19 | (a) to (e) | Jodhpur-Bikaner | | 2·96 | 3·18 | 1·53 | 1·53 | 1·43 | 1·65 |
| 20 | ..... | Junagad | | 3·82 | 3·94 | 2·27 | 1·78 | 1·55 | 2·16 |
| 6 | (c) to (l) | Madras and Southern Mahratta | | 3·08 | 2·86 | 1·75 | 1·69 | 1·33 | 1·17 |
| 10 | (c) | Nilgiri | | 5·65 | 4·82 | 4·02 | 4·60 | 1·63 | 0·22 |
| 24 | (a) and (b) | Rohilkund and Kumaon | | 3·60 | 3·39 | 1·51 | 1·58 | 2·08 | 1·81 |
| 10 | (f) | Shoranur-Cochin | | 2·85 | 2·79 | 1·63 | 1·61 | 1·22 | 1·18 |
| 10 | (b), (d), (e) and (g) to (i) | South Indian | | 3·55 | 3·19 | 1·86 | 1·88 | 1·69 | 1·31 |
| 25 | ..... | Udaipur-Chitorgarh | | 2·70 | 3·38 | 1·47 | 1·45 | 1·22 | 1·92 |
| | | 2′ 6″ Gauge. | | | | | | | |
| 1 | (b), (c) and (e) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | 2·54 | 2·51 | 1·79 | 1·92 | 0·75 | 0·59 |
| 8 | (l) | Kalka-Simla | | 4·64 | 3·97 | 2·66 | 3·08 | 1·98 | 0·89 |
| 8 | (m) and (n) | Kohat-Thal and Nowshera-Durgai | | 1·58 | 1·69 | 1·22 | 1·49 | 0·36 | 0·20 |
| 10 | (f) | Morappur-Dharmapuri | | 1·35 | 1·29 | 1·24 | 1·33 | 0·11 | —0·04 |
| 1 | (g) | Purnlia-Ranchi | | 2·28 | 3·13 | 1·09 | 1·7 | 1·19 | 1·86 |
| 1 | (h) | Raipur-Dhamtari | | 2·68 | 3·52 | 1·24 | 1·42 | 1·44 | 2·10 |
| 10 | (k) | Tirupattur-Krishnagiri | | 1·69 | 1·52 | 1·30 | 2·20 | 0·39 | —0·68 |
| 8 | (o) | Trans Indus (Kalabagh-Bannu) | | 1·90 | 1·78 | 1·39 | 1·40 | 0·51 | 0·38 |
| | | 2′ 0″ Gauge. | | | | | | | |
| 19 | (f) | Pipar Road-Bhavi Light | | 1·45 | 1·35 | 1·54 | 1·12 | —0·09 | 0·23 |

## DIX 12—*continued.*

### *during each half of the financial year 1913-14.*

prepare these statistics.]

| 14 | | 15 | | 16 | | 17 | | 18 | | 19 | | 20 | | Number. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| (Exclusive of Steam-boat Service)—*concld.* | | | | | | | | Division of expenditure between coaching and goods traffic. | | | | | | |
| Cost per 1,000 gross ton-miles moved (freight and dead weight). Rs. | | Percentage of total working expenses on total earnings. Per cent. | | Percentage of total working expenses on total earnings, excluding from both sides of the account the charges for carriage of revenue stores. Per cent. | | Inclusive of steam-boat service. Percentage of total working expenses on total earnings (for details see items 128-129). Per cent. | | Total working expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts (in thousands of rupees). Rs. | | Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead load)— Coaching (in thousands of rupees). Rs. | | Goods (in thousands of rupees). Rs. | | Main head. |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 4·02 | 4·14 | 47·63 | 45·61 | 45·85 | 43·65 | 48·61 | 46·51 | 81,68 | 89,79 | 23,55 | 24,98 | 58,06 | 64,81 | 1 |
| 6·32 | 5·61 | 52·45 | 45·69 | 51·25 | 44·60 | 52·45 | 45·69 | 90,56 | 88,38 | 36,34 | 34,03 | 54,22 | 54,35 | 2 |
| 5·93 | 5·93 | 57·36 | 56·39 | 58·01 | 55·79 | 57·36 | 56·39 | 51,60 | 59,51 | 21,60 | 22,25 | 30,00 | 37,26 | 3 |
| 2·97 | 3·19 | 38·18 | 41·06 | 37·02 | 39·62 | 38·89 | 41·18 | 1,89,37 | 2,12,03 | 49,25 | 57,27 | 1,40,12 | 1,54,76 | 4 |
| 5·66 | 6·09 | 62·30 | 58·42 | 61·29 | 57·42 | 62·30 | 58·42 | 2,49,15 | 2,91,77 | 88,35 | 94,47 | 1,60,80 | 1,97,30 | 5 |
| 6·38 | 5·55 | 56·89 | 51·29 | 55·87 | 50·02 | 56·89 | 51·29 | 61,65 | 56,37 | 25,35 | 22,36 | 36,30 | 33,01 | 6 |
| 5·66 | 6·03 | 51·48 | 50·53 | 50·39 | 50·30 | 51·43 | 50·53 | 15,29 | 17,72 | 4,13 | 4,68 | 11,16 | 13,04 | 7 |
| 4·99 | 6·12 | 52·22 | 61·18 | 49·98 | 59·11 | 52·24 | 61·18 | 2,49,22 | 2,62,00 | 88,78 | 1,06,35 | 1,60,44 | 1,75,65 | 8 |
| 4·84 | 4·69 | 47·98 | 49·92 | 46·32 | 48·33 | 47·98 | 49·92 | 52,28 | 56,80 | 25,97 | 27,74 | 26,26 | 28,56 | 9 |
| 6·81 | 7·16 | 58·73 | 65·73 | 58 16 | 65·17 | 58 73 | 65·73 | 19,07 | 23,70 | 9,47 | 11,45 | 9,60 | 12,25 | 10 |
| 9·23 | 8·27 | 74·09 | 62·65 | 73·34 | 62 09 | 74·09 | 62·65 | 21,34 | 21,94 | 8,26 | 8,49 | 13,08 | 13,45 | 11 |
| 4·35 | 4·46 | 39·92 | 34·31 | 38·27 | 33·11 | 41·32 | 35·87 | 38,06 | 35,75 | 18,59 | 17,65 | 19,49 | 18,10 | 12 |
| 9·28 | 8·04 | 51·59 | 46 17 | 51·32 | 46·04 | 51·59 | 46·17 | 3,49 | 3,34 | 1,92 | 1,78 | 1,57 | 1,56 | 14 |
| 7·26 | 6·85 | 54·99 | 46·51 | 54·21 | 45·82 | 54 99 | 46·51 | 77,76 | 75,32 | 36,31 | 30,19 | 41,45 | 45,13 | 2 |
| 7·53 | 6·28 | 52·91 | 53·12 | 52·16 | 52·22 | 53·56 | 53·61 | 56,10 | 70,52 | 22,07 | 24,39 | 34,03 | 46,13 | 15 |
| 6·68 | 6 60 | 54·97 | 49·76 | 51·59 | 47·52 | 56·53 | 51·75 | 38,76 | 43,76 | 14,88 | 16,79 | 23,93 | 26,97 | 8 |
| 9 37 | 8·13 | 48·84 | 44·15 | 48·69 | 43·73 | 48·84 | 44·15 | 3,12 | 3,02 | 1,75 | 1,63 | 1,37 | 1,39 | 17 |
| 8·25 | 6·87 | 63·05 | 43·44 | 60·31 | 41·88 | 63·05 | 43·44 | 11,06 | 10,65 | 5,62 | 4,90 | 5,44 | 5,75 | 7 |
| 10·41 | 11·29 | 45·02 | 48·25 | 44·99 | 48·23 | 45·02 | 48·25 | 63 | 67 | 41 | 46 | 22 | 21 | 18 |
| 6·33 | 6.25 | 51·88 | 48·16 | 50·69 | 46·96 | 51·83 | 48·16 | 18,48 | 15,53 | 6,25 | 6,18 | 12,23 | 9,35 | 19 |
| 11·95 | 8 94 | 59·30 | 45·24 | 58 93 | 45·02 | 59·30 | 45·24 | 1,64 | 1,36 | 83 | 69 | 81 | 67 | 20 |
| 8·35 | 7·81 | 56·89 | 59·24 | 55·84 | 58·04 | 56·89 | 59 24 | 56,74 | 56,55 | 21,02 | 20,97 | 35,72 | 35,58 | 6 |
| 48 91 | 56·65 | 71·21 | 95·37 | 70·11 | 95·26 | 71·21 | 95 37 | 2,15 | 2,22 | 1,82 | 1,39 | 83 | 83 | 10 |
| 6·19 | 6·54 | 42·05 | 46 58 | 41·72 | 45·90 | 41·02 | 46·09 | 8,36 | 9,26 | 3,81 | 3,90 | 4,55 | 5,36 | 24 |
| 9 46 | 9·08 | 57·13 | 57·87 | 56 98 | 57·70 | 57·16 | 58·13 | 1,87 | 1,89 | 91 | 94 | 96 | 95 | 10 |
| 8·32 | 8·46 | 52·30 | 58·94 | 51·86 | 58·34 | 52·34 | 59·27 | 57,70 | 57,70 | 30,36 | 29,72 | 27,34 | 27,98 | 10 |
| 9·07 | 8·07 | 54·63 | 43·15 | 54·54 | 43·13 | 54·63 | 43·15 | 74 | 74 | 57 | 55 | 17 | 19 | 25 |
| 8·26 | 8·97 | 70·54 | 76·45 | 69·97 | 75·79 | 70·54 | 76 45 | 7,60 | 9,29 | 3,87 | 3,74 | 4,23 | 5,55 | 1 |
| 31·40 | 33·87 | 57·36 | 77·47 | 57·27 | 77·24 | 57·36 | 77·47 | 4,15 | 4,55 | 1,98 | 1,83 | 2,17 | 2,72 | 8 |
| 16·06 | 18·33 | 77·60 | 87·80 | 77·84 | 87·72 | 77·60 | 87·80 | 1,50 | 1,78 | 96 | 1,07 | 54 | 71 | 8 |
| 12·30 | 12·06 | 91·94 | 103·08 | 91·92 | 103·08 | 91·94 | 103 08 | 54 | 62 | 35 | 42 | 19 | 20 | 10 |
| 5·98 | 6·53 | 47·63 | 40·68 | 46·90 | 40·65 | 47·63 | 40 68 | 99 | 1,22 | 61 | 76 | 38 | 46 | 1 |
| 10·79 | 11·20 | 46·26 | 40·46 | 45·47 | 40·03 | 46·26 | 40·46 | 41 | 44 | 12 | 14 | 29 | 30 | 1 |
| 12·62 | 21·31 | 77·00 | 145·23 | 76·99 | 145·37 | 77·00 | 145 23 | 25 | 41 | 17 | 26 | 8 | 15 | 10 |
| 11·87 | 11·25 | 73·27 | 78·53 | 73·11 | 78 00 | 72·97 | 81·51 | 43 | 96 | 26 | 53 | 17 | 43 | 8 |
| 50·24 | 34·49 | 105·94 | 83 24 | 105·97 | 83·16 | 105·94 | 83·25 | 14 | 10 | 8 | 4 | 6 | 6 | 19 |

# APPEN

## *Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Serial number. | 21 | | 22 | | 23 | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | COACHING | | | | | |
| | | | | GROSS RECEIPTS AND TRAIN-MILEAGE. | | | | | |
| Main head. | Sub-head. | | | Receipts from coaching traffic (in thousands of rupees). Rs. | | Coaching train-miles run (in thousands). No. | | Average coaching receipts per train-mile. Rs. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5' 6" GAUGE. | | | | | | | |
| 1 | (a) | Bengal-Nagpur | | 59,04 | 66,13 | 1,936 | 1,951 | 3·05 | 3·39 |
| 2 | (a) to (e) | Bombay, Baroda and Central India | | 61,76 | 63,99 | 1,795 | 1,938 | 3·44 | 3·30 |
| 3 | (a) | Eastern Bengal | | 38,82 | 44,43 | 1,356 | 1,349 | 2·86 | 3·29 |
| 4 | (a) to (d) | East Indian | | 1,62,71 | 1,66,76 | 4,784 | 5,154 | 3·40 | 3·24 |
| 5 | (a) to (f) | Great Indian Peninsula | | 1,31,13 | 1,39,81 | 5,096 | 5,248 | 2·57 | 2·66 |
| 6 | (a) and (b) | Madras and Southern Mahratta | | 48,12 | 48,42 | 1,321 | 1,351 | 3·64 | 3·58 |
| 7 | (a) and (b) | Nizam's Guaranteed State | | 8,01 | 8,60 | 315 | 316 | 2·54 | 2·73 |
| 8 | (a) to (k) | North Western | | 1,64,61 | 1,69,57 | 5,552 | 5,803 | 2·97 | 2·89 |
| 9 | (a) to (c) | Oudh and Rohilkhand | | 61,01 | 59,65 | 1,841 | 1,889 | 3·31 | 3·16 |
| 10 | (a) | South Indian | | 16,41 | 16,95 | 505 | 604 | 2·76 | 2·81 |
| | | 3' 3½" GAUGE. | | | | | | | |
| 11 | ..... | Assam-Bengal | | 13,94 | 18,06 | 397 | 428 | 3·52 | 4·22 |
| 12 | (a) and (b) | Bengal and North-Western | | 58,82 | 54,86 | 1,727 | 1,777 | 3·12 | 3·09 |
| 14 | (a) and (b) | Bhavnagar | | 4,11 | 4,26 | 144 | 163 | 2·85 | 2·62 |
| 2 | (f) to (l) | Bombay, Baroda and Central India | | 71,46 | 64,84 | 2,268 | 2,181 | 3·15 | 2·97 |
| 15 | (a) to (c) | Burma | | 49,73 | 58,66 | 1,275 | 1,268 | 3·90 | 4·63 |
| 3 | (b) to (d) | Eastern Bengal | | 34,50 | 40,86 | 1,346 | 1,375 | 2·56 | 2·97 |
| 17 | (a) to (e) | Gondal-Porbandar | | 3,94 | 4,18 | 118 | 124 | 3 32 | 3·38 |
| 7 | (c) and (d) | Hingoli Branch and Hyderabad-Godavari Valley | | 8,37 | 9,09 | 422 | 431 | 1·98 | 2·11 |
| 18 | ..... | Jamnagar | | 98 | 1,01 | 26 | 28 | 3·76 | 3·59 |
| 19 | (a) to (e) | Jodhpur-Bikaner | | 15,40 | 14,89 | 496 | 504 | 3 10 | 2·95 |
| 20 | ..... | Junagad | | 1,77 | 1,80 | 38 | 40 | 4·71 | 4·47 |
| 6 | (c) to (l) | Madras and Southern Mahratta | | 40,25 | 38,89 | 1,375 | 1,439 | 2·93 | 2·70 |
| 10 | (e) | Nilgiri | | 1,06 | 1,12 | 33 | 31 | 5·08 | 3·62 |
| 24 | (a) and (b) | Rohilkund and Kumaon | | 10,55 | 8,39 | 313 | 290 | 3·37 | 2 90 |
| 10 | (f) | Shoranur-Cochin | | 1,85 | 1,86 | 67 | 67 | 2·78 | 2·76 |
| 10 | (b), (d), (e) and (g) to (i) | South Indian | | 68,29 | 54,91 | 1,785 | 1,765 | 3·83 | 3·11 |
| 25 | ..... | Udaipur-Chitorgarh | | 94 | 1,08 | 39 | 38 | 2·40 | 2·80 |
| | | 2' 6" GAUGE. | | | | | | | |
| 1 | (b), (c) and (e) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | 5,38 | 5,60 | 211 | 226 | 2·52 | 2·48 |
| 8 | (l) | Kalka-Simla | | 4,54 | 3,13 | 84 | 70 | 5·38 | 4·42 |
| 8 | (m) and (n) | Kohat-Thal and Nowshera-Durgai | | 1,39 | 1,41 | 87 | 82 | 1·59 | 1·72 |
| 10 | (j) | Morappur-Dharmapuri | | 44 | 44 | 26 | 30 | 1·69 | 1·47 |
| 1 | (g) | Purulia-Ranchi | | 1,24 | 1,80 | 57 | 63 | 2·18 | 2·85 |
| 1 | (h) | Raipur-Dhamtari | | 48 | 59 | 13 | 13 | 3·55 | 4·42 |
| 10 | (k) | Tirupattur-Krishnagiri | | 22 | 17 | 13 | 12 | 1·79 | 1·40 |
| 8 | (o) | Trans Indus (Kalabagh-Bannu). | | 43 | 83 | 13 | 36 | 2·38 | 2·27 |
| | | 2' 0" GAUGE. | | | | | | | |
| 19 | (f) | Pipar Road-Bhavi Light | | 10 | 9 | 8 | 5 | 1·25 | 1·75 |

## DIX 12—*continued.*

*during each half of the financial year 1913-14.*

**prepare these statistics.]**

| 24 | | 25 | | 26 | | 27 | | 28 | | 29 | | 30 | | Number. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TRAFFIC. | | | | | | | | | | | | | | |
| UNITS AND UNIT-MILEAGE. | | | | | | | | | | | | | | |
| Number of units carried one mile (in thousands). | | | | | | | | | | | | Average sum received for carrying a unit one mile. | | Main head. |
| 1st class. Unit-miles. | | 2nd class. Unit-miles. | | 3rd or intermediate class. Unit-miles. | | 4th or lowest class. Unit-miles. | | Total passenger unit-mileage. Unit-miles. | | Other coaching traffic. Ton-miles. | | 1st class. Pies. | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 1,498 | 3,579 | 4,850 | 6,371 | 12,203 | 16,064 | 374,434 | 405,088 | 392,985 | 431,302 | 3,096 | 3,571 | 17·24 | 12·80 | 1 |
| 2,270 | 3,503 | 12,857 | 14,642 | 29,219 | 24,126 | 395,901 | 405,929 | 440,247 | 448,200 | 6,145 | 6,554 | 12·96 | 13·38 | 2 |
| 1,529 | 2,366 | 4,755 | 4,610 | 28,799 | 30,351 | 209,065 | 241,838 | 244,148 | 278,665 | 1,947 | 2,353 | 13·45 | 13·56 | 3 |
| 5,304 | 8,911 | 12,740 | 20,311 | 74,368 | 84,358 | 1,085,922 | 1,047,704 | 1,178,334 | 1,161,284 | 10,405 | 12,093 | 14·33 | 13·89 | 4 |
| 17,689 | 11,527 | 19,582 | 25,347 | 7,213 | 8,196 | 791,518 | 793,560 | 825,996 | 837,570 | 11,453 | 12,352 | 11·97 | 14·17 | 5 |
| 1,682 | 2,777 | 5,686 | 6,231 | 3,819 | 4,488 | 306,607 | 294,887 | 317,741 | 307,883 | 3,818 | 4,039 | 14·90 | 15·66 | 6 |
| 345 | 573 | 1,897 | 2,103 | 13,015 | 14,004 | 35,598 | 36,918 | 50,850 | 53,598 | 610 | 641 | 13·84 | 13 ·04 | 7 |
| 4,100 | 7,883 | 15,133 | 22,473 | 58,724 | 66,514 | 1,108,936 | 1,093,025 | 1,186,893 | 1,189,895 | 10,025 | 10,710 | 13·62 | 12·95 | 8 |
| 1,578 | 2,480 | 5,903 | 7,190 | 30,409 | 29,467 | 381,811 | 353,828 | 419,601 | 392,905 | 2,117 | 2,730 | 15·40 | 14·99 | 9 |
| 951 | 1,012 | 4,504 | 3,481 | ... | ... | 124,464 | 129,284 | 129,919 | 133,777 | 1,192 | 1,159 | 11·57 | 11·69 | 10 |
| 418 | 751 | 686 | 980 | 2,612 | 3,533 | 80,650 | 103,594 | 84,366 | 108,858 | 620 | 878 | 15·11 | 15·12 | 11 |
| 491 | 529 | 1,763 | 1,950 | 7,321 | 7,528 | 477,204 | 473,585 | 486,719 | 483,445 | 1,260 | 1,330 | 12·35 | 12·40 | 12 |
| 42 | 72 | 420 | 536 | ... | ... | 23,068 | 23,939 | 23,600 | 24,597 | 126 | 115 | 12·00 | 13·00 | 14 |
| 1,276 | 2,246 | 5,223 | 5,457 | 14,521 | 13,375 | 609,164 | 536,645 | 630,184 | 556,728 | 3,760 | 4,388 | 15·32 | 15·09 | 2 |
| 1,604 | 2,703 | 4,385 | 5,570 | ... | ... | 279,543 | 324,738 | 285,532 | 333,011 | 1,655 | 1,899 | 15·83 | 15·24 | 15 |
| 502 | 710 | 1,937 | 2,487 | 19,799 | 23,215 | 207,388 | 234,814 | 229,576 | 261,226 | 1,560 | 2,400 | 14·63 | 14·46 | 3 |
| 94 | 90 | 650 | 707 | ... | ... | 21,510 | 23,258 | 22,254 | 24,055 | 117 | 102 | 12·00 | 12·00 | 17 |
| 234 | 402 | 1,378 | 1,810 | ... | ... | 62,630 | 64,172 | 64,242 | 66,384 | 267 | 435 | 10·67 | 10·34 | 7 |
| 17 | 25 | 178 | 179 | ... | ... | 5,309 | 5,202 | 5,504 | 5,406 | 41 | 48 | 12·00 | 12·00 | 18 |
| 220 | 367 | 1,989 | 1,147 | 4,370 | 4,450 | 126,001 | 114,802 | 131,580 | 120,766 | 695 | 750 | 15·57 | 15·60 | 19 |
| 25 | 29 | 303 | 327 | ... | ... | 9,974 | 10,082 | 10,302 | 10,438 | 39 | 41 | 12·00 | 12·00 | 20 |
| 1,043 | 1,158 | 4,818 | 4,922 | 1,252 | 1,127 | 306,984 | 296,214 | 314,097 | 303,431 | 1,906 | 1,772 | 15·13 | 15·58 | 6 |
| 426 | 220 | ... | ... | ... | ... | 2,523 | 1,727 | 2,949 | 1,947 | 41 | 26 | 17·62 | 19·89 | 10 |
| 230 | 157 | 853 | 777 | 917 | 727 | 77,402 | 61,009 | 79,402 | 62,670 | 269 | 235 | 28·37 | 24·45 | 24 |
| 92 | 113 | 488 | 383 | ... | ... | 13,741 | 15,204 | 14,316 | 15,700 | 43 | 44 | 11·90 | 11·93 | 10 |
| 1,589 | 2,198 | 10,238 | 8,323 | ... | ... | 599,028 | 464,336 | 610,655 | 474,856 | 1,955 | 1,228 | 11·10 | 11·37 | 10 |
| 25 | 76 | 58 | 73 | 41 | 48 | 7,950 | 8,547 | 8,074 | 8,744 | 31 | 43 | 17·99 | 17·80 | 25 |
| 56 | 99 | 184 | 272 | 458 | 646 | 36,180 | 37,110 | 36,878 | 38,127 | 146 | 172 | 15·82 | 15·69 | 1 |
| 340 | 208 | 491 | 341 | ... | ... | 3,264 | 2,288 | 4,095 | 2,837 | 125 | 90 | 43·07 | 48·40 | 8 |
| 26 | 41 | 81 | 101 | 221 | 285 | 9,342 | 9,400 | 9,670 | 9,827 | 34 | 32 | 13·53 | 13·25 | 8 |
| 10 | 16 | 63 | ... | ... | ... | 3,559 | 4,033 | 3,632 | 4,049 | 8 | 3 | 12·00 | 11·93 | 10 |
| 76 | 83 | 129 | 201 | 277 | 358 | 6,268 | 9,440 | 6,750 | 10,062 | 55 | 65 | 14·61 | 14·84 | 1 |
| 5 | 4 | 24 | 24 | 44 | 49 | 2,760 | 3,460 | 2,833 | 3,537 | 10 | 12 | 16·62 | 16·40 | 1 |
| 2 | 4 | 58 | ... | ... | ... | 1,887 | 1,521 | 1,947 | 1,525 | 6 | 4 | 12·00 | 11·86 | 10 |
| 10 | 41 | 37 | 55 | 67 | 104 | 3,189 | 5,850 | 3,303 | 6,050 | 7 | 29 | 14·32 | 13·58 | 8 |
| ... | 1 | 3 | 3 | ... | ... | 832 | 763 | 825 | 767 | 1 | 2 | 21·68 | 18·01 | 19 |

# APPEN

## *Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Serial number. | 31 | | 32 | | 33 | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | COACHING | | | | | |
| | | | | UNITS AND UNIT- | | | | | |
| | | | | Average sum received for carrying | | | | | |
| Main head. | Sub-head. | | | 2nd class. Pies. | | 3rd or intermediate class. Pies. | | 4th or lowest class. Pies. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5' 6" GAUGE. | | | | | | | |
| 1 | (a) | Bengal-Nagpur | | 6·55 | 6·57 | 3·24 | 3·25 | 2·44 | 2·44 |
| 2 | (a) to (e) | Bombay, Baroda and Central India | | 5·60 | 5·52 | 2·79 | 2·79 | 2·09 | 2·08 |
| 3 | (a) | Eastern Bengal | | 6·64 | 6·66 | 2·89 | 2·87 | 2·47 | 2·48 |
| 4 | (a) to (d) | East Indian | | 6·83 | 6·07 | 3·19 | 3·11 | 2·21 | 2·21 |
| 5 | (a) to (f) | Great Indian Peninsula | | 6·26 | 6·11 | 4·64 | 4·46 | 2·37 | 2·35 |
| 6 | (a) and (b) | Madras and Southern Mahratta | | 7·05 | 7·13 | 3·83 | 3·84 | 2·50 | 2·30 |
| 7 | (a) and (b) | Nizam's Guaranteed State | | 5·30 | 5·29 | 2·71 | 2·70 | 2·32 | 2·33 |
| 8 | (a) to (h) | North Western | | 5·93 | 5·21 | 3·24 | 3·26 | 2·26 | 2·26 |
| 9 | (a) to (c) | Oudh and Rohilkhand | | 6·58 | 6·25 | 3·04 | 3·04 | 2·41 | 2·44 |
| 10 | (a) | South Indian | | 4·75 | 5·51 | ... | ... | 1·93 | 1·96 |
| | | 3' 3½" GAUGE. | | | | | | | |
| 11 | ..... | Assam-Bengal | | 7·43 | 7·32 | 3·44 | 3·17 | 2·74 | 2·70 |
| 12 | (a) and (b) | Bengal and North-Western | | 6·04 | 5·98 | 3·03 | 3·09 | 1·99 | 1·98 |
| 14 | (a) and (b) | Bhavnagar | | 5·99 | 5·99 | ... | ... | 2·99 | 2·99 |
| 2 | (f) to (l) | Bombay, Baroda and Central India | | 6·84 | 6·97 | 2·79 | 2·79 | 1·91 | 1·91 |
| 15 | (a) to (c) | Burma | | 8·32 | 8·02 | ... | ... | 2·98 | 2·99 |
| 3 | (b) to (d) | Eastern Bengal | | 6·85 | 7·07 | 2·85 | 2·83 | 2·51 | 2·52 |
| 17 | (a) and (c) | Gondal-Porbandar | | 6·00 | 6·00 | ... | ... | 3·00 | 3·00 |
| 7 | (c) and (d) | Hingoli Branch and Hyderabad-Godavari Valley | | 5·49 | 5·29 | ... | ... | 2·22 | 2·22 |
| 18 | ..... | Jamnagar | | 6·00 | 6·00 | ... | ... | 3·00 | 3·00 |
| 19 | (a) to (e) | Jodhpur-Bikaner | | 7·72 | 7·84 | 2·86 | 2·95 | 1·94 | 1·99 |
| 20 | ..... | Junagad | | 6·00 | 6·00 | ... | ... | 3·00 | 3·00 |
| 6 | (c) to (l) | Madras and Southern Mahratta | | 6·67 | 6·94 | 3·04 | 3·95 | 2·07 | 2·06 |
| 10 | (c) | Nilgiri | | ... | ... | ... | ... | 4·94 | 5·33 |
| 24 | (a) and (b) | Rohilkund and Kumaon | | 10·42 | 10·60 | 4·57 | 4·38 | 2·17 | 2·15 |
| 10 | (f) | Shoranur-Cochin | | 4·78 | 5·89 | ... | ... | 2·19 | 1·97 |
| 10 | (b), (d), (e) and (g) to (i) | South Indian | | 4·98 | 5·57 | ... | ... | 1·95 | 1·96 |
| 25 | ..... | Udaipur-Chitorgarh | | 8·98 | 8·97 | 3·00 | 3·00 | 1·99 | 1·99 |
| | | 2' 6" GAUGE. | | | | | | | |
| 1 | (b), (c) and (e) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | 7·43 | 6·93 | 3·59 | 3·50 | 2·55 | 2·55 |
| 8 | (l) | Kalka-Simla | | 23·87 | 22·67 | ... | ... | 10·50 | 10·50 |
| 8 | (m) and (n) | Kohat-Thal and Nowshera-Durgai | | 6·51 | 6·48 | 3·20 | 3·24 | 2·50 | 2·50 |
| 10 | (j) | Morappur-Dharmapuri | | 2·71 | ... | ... | ... | 2·14 | 2·00 |
| 1 | (g) | Purulia-Ranchi | | 7·54 | 7·43 | 3·85 | 3·74 | 2·93 | 2·91 |
| 1 | (h) | Raipur-Dhamtari | | 7·88 | 7·93 | 4·45 | 4·44 | 3·00 | 3·00 |
| 10 | (k) | Tirupattur-Krishnagiri | | 1·11 | .. | ... | ... | 2·11 | 1·97 |
| 8 | (o) | Trans Indus (Kalabagh Bannu) | | 7·16 | 6·61 | 3·27 | 3·30 | 2·25 | 2·25 |
| | | 2' 0" GAUGE. | | | | | | | |
| 19 | (f) | Pipar Road-Bhavi Light | | 8·07 | 8·04 | ... | ... | 2·25 | 2·25 |

## DIX 12—*continued.*

### *during each half of the financial year 1913-14.*

prepare these statistics.]

| 34 | 35 | 36 | 37 | 38 | 39 | 40 | |
|---|---|---|---|---|---|---|---|

TRAFFIC—*contd.*

MILEAGE—*contd.*

NUMBER.

a unit one mile—*concld.*

Average number of units in a train.

| Average for all classes. Pies. | | Other coaching traffic per ton-mile. Pies. | | 1st class. No. | | 2nd class. No. | | 3rd or intermediate class. No. | | 4th or lowest class. No. | | Total passenger units. No. | | Main head. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 2·57 | 2·62 | 39·29 | 38·82 | 0·77 | 1·88 | 2·51 | 3·37 | 6·30 | 8·24 | 193·38 | 207·68 | 202·96 | 221·12 | 1 |
| 2·29 | 2·32 | 28·84 | 28·82 | 1·36 | 1·85 | 7·16 | 7·56 | 16·28 | 12·45 | 220·53 | 209·44 | 245·23 | 231·30 | 2 |
| 2·67 | 2·68 | 47·54 | 46·92 | 1·18 | 1·75 | 3·51 | 3·42 | 21·24 | 22·49 | 154·20 | 178·87 | 180·08 | 206·53 | 3 |
| 2·37 | 2·43 | 31·54 | 31·61 | 1·11 | 1·73 | 2·66 | 3·94 | 15·54 | 16·37 | 220·29 | 208·30 | 246·30 | 225·34 | 4 |
| 2·57 | 2·65 | 34·36 | 36·45 | 1·51 | 2·20 | 3·84 | 4·83 | 1·42 | 1·55 | 155·32 | 151·02 | 162·09 | 159·60 | 5 |
| 2·47 | 2·54 | 36·34 | 36·55 | 1·27 | 2·06 | 4·27 | 4·61 | 2·69 | 3·32 | 232·02 | 217·37 | 240·45 | 227·86 | 6 |
| 2·61 | 2·65 | 34·68 | 35·74 | 1·09 | 1·82 | 6·02 | 6·66 | ... | ... | 154·16 | 161·36 | 161·27 | 169·84 | 7 |
| 2·39 | 2·44 | 32·02 | 33·02 | 0·73 | 1·35 | 2·73 | 3·83 | 10·58 | 11·35 | 199·72 | 196·47 | 213·76 | 208·00 | 8 |
| 2·59 | 2·63 | 40·72 | 40·83 | 0·86 | 1·31 | 3·15 | 3·77 | 16·52 | 15·00 | 207·45 | 187·33 | 227·96 | 208·01 | 9 |
| 2·10 | 2·13 | 35·47 | 35·11 | 1·60 | 1·68 | 7·57 | 5·76 | ... | ... | 209·18 | 214·01 | 218·35 | 221·45 | 10 |
| 2·86 | 2·84 | 42·80 | 42·82 | 1·05 | 1·75 | 1·78 | 2·29 | 6·59 | 8·26 | 203·37 | 242·15 | 212·74 | 254·45 | 11 |
| 3·03 | 2·03 | 36·13 | 39·57 | 0·25 | 0·33 | 1·02 | 1·10 | 4·24 | 4·12 | 276·30 | 269·31 | 281·31 | 274·86 | 12 |
| 3·07 | 3·09 | 50·36 | 50·50 | 0·20 | 0·45 | 3·40 | 3·29 | ... | ... | 160·06 | 147·36 | 163·76 | 151·10 | 14 |
| 2·00 | 2·03 | 29·23 | 25 91 | 0·56 | 1·03 | 2·30 | 2·50 | 6·40 | 5·68 | 268·58 | 246·05 | 277·84 | 255·26 | 2 |
| 3·14 | 3·18 | 35·81 | 35·85 | 1·26 | 2·13 | 3·44 | 4·39 | ... | ... | 219·32 | 256·17 | 224·02 | 262·69 | 15 |
| 2·61 | 2 62 | 40·33 | 41·37 | 0·37 | 0·52 | 1·44 | 1·81 | 14·71 | 16·88 | 154·03 | 170·74 | 170·55 | 189·95 | 3 |
| 3·13 | 3·12 | 51·22 | 51·14 | 0·80 | 0·72 | 5·49 | 5·71 | ... | ... | 181·70 | 187·67 | 187·98 | 194·10 | 17 |
| 2·32 | 2·35 | 42·76 | 41·30 | 0·55 | 0·93 | 3·26 | 4·30 | ... | ... | 148·33 | 148·92 | 152·14 | 154·05 | 7 |
| 3·13 | 3·14 | 51·02 | 51·83 | 0·67 | 0·88 | 6·78 | 6·33 | ... | ... | 202·96 | 184·63 | 210·41 | 191·83 | 18 |
| 2·04 | 2·12 | 39·55 | 40·14 | 0·44 | 0·73 | 2·19 | 2·27 | 8·61 | 8·83 | 253·98 | 227·64 | 265·27 | 239·47 | 19 |
| 3·11 | 3·12 | 51·42 | 51·29 | 0·66 | 0·71 | 3·06 | 3·11 | ... | ... | 264·98 | 250 03 | 273·70 | 258·35 | 20 |
| 2·19 | 2·20 | 44·89 | 44·65 | 0·76 | 0·81 | 3·51 | 3·42 | 0·91 | 0·78 | 223·26 | 205·91 | 228·44 | 210·92 | 6 |
| 6·77 | 6 97 | 291 32 | 256·35 | 13·09 | 7·15 | ... | ... | ... | ... | 77·52 | 56·13 | 90·61 | 63·28 | 10 |
| 2·34 | 2·34 | 62·64 | 63·56 | 0·73 | 0·34 | 2·72 | 2·63 | 2·93 | 3·51 | 247·09 | 219·70 | 253·46 | 216·43 | 24 |
| 2·24 | 2·14 | 49·43 | 49·83 | 1·39 | 1·66 | 7·35 | 5·69 | ... | ... | 206·28 | 225·38 | 214·22 | 232·73 | 10 |
| 2·03 | 2·07 | 38·24 | 39 62 | 0·78 | 1·25 | 5·74 | 4·71 | ... | ... | 235·68 | 253·04 | 242·20 | 259·00 | 10 |
| 2·10 | 2·19 | 34·08 | 34·02 | 0·64 | 1·97 | 1·49 | 1·90 | 1·04 | 1·25 | 203·66 | 222 39 | 206·83 | 227·41 | 25 |
| 2·61 | 2·63 | 41·84 | 41·78 | 0·27 | 0·44 | 0·87 | 1·20 | 2·17 | 2·66 | 171·08 | 164·20 | 174·39 | 169·70 | 1 |
| 15·10 | 14·74 | 202·39 | 200·66 | 4·03 | 2·95 | 5·82 | 4·84 | ... | ... | 38·71 | 33·46 | 48·56 | 40·25 | 8 |
| 2·58 | 2·61 | 49 26 | 48·37 | 0·30 | 0·50 | 0·93 | 1·22 | 2·53 | 3·46 | 106·95 | 114·29 | 110·71 | 119·47 | 8 |
| 2·18 | 2·04 | 59·34 | 58·55 | 0·40 | 0·53 | 2·42 | ... | ... | ... | 137·51 | 135·07 | 140·33 | 135·60 | 10 |
| 3·19 | 3·16 | 41·93 | 42·42 | 1·38 | 1 31 | 2·26 | 3 18 | 4·87 | 5·65 | 109·95 | 149·10 | 118·41 | 159·24 | 1 |
| 3·09 | 3·07 | 43·47 | 43·47 | 0·35 | 0·38 | 1·78 | 1·79 | 3·29 | 3·69 | 205·22 | 256 34 | 210·74 | 264·15 | 1 |
| 2·06 | 2·09 | 41·16 | 43·97 | 0·12 | 0·36 | 4·61 | ... | ... | ... | 150·67 | 127·53 | 155·40 | 127 89 | 10 |
| 2·36 | 2·39 | 55·78 | 50·64 | 0·58 | 1·14 | 2·06 | 1·50 | 5·72 | 2·84 | 177·93 | 160·58 | 184·29 | 166·06 | 8 |
| 2·27 | 2·29 | 27·47 | 26·63 | 0 02 | 0·12 | 0·36 | 0·30 | ... | ... | 102·74 | 143·04 | 103·12 | 143·76 | 19 |

# APPEN

## *Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix I). | | Railway system. | Serial number. | 41 | | 42 | | 43 | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | COACHING | | | | | |
| | | | | UNITS AND UNIT MILEAGE—*concld.* | | VEHICLES AND VEHICLE | | | |
| | | | | Average number of units in a train—*concld.* | | Number of coaching vehicles | | | |
| Main head. | Sub-head. | | | Other coaching traffic. Tons. | | 1st class. Vehicle miles. | | 2nd class. Vehicle miles. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5' 6" GAUGE. | | | | | | | |
| 1 | (a) | Bengal-Nagpur | | 1·60 | 1·83 | 2,201 | 2,527 | 2,046 | 2,184 |
| 2 | (a) to (e) | Bombay, Baroda and Central India | | 3·42 | 3·30 | 2,015 | 2,406 | 4,017 | 4,449 |
| 3 | (a) | Eastern Bengal | | 1·44 | 1·67 | 1,515 | 1,339 | 1,400 | 1,156 |
| 4 | (a) to (d) | East Indian | | 2·17 | 2·35 | 5,815 | 6,862 | 7,490 | 8,714 |
| 5 | (a) to (f) | Great Indian Peninsula | | 2·25 | 2·45 | 8,637 | 9,618 | 7,135 | 7,852 |
| 6 | (a) and (b) | Madras and Southern Mahratta | | 2·89 | 2·99 | 1,263 | 1,607 | 1,495 | 1,731 |
| 7 | (a) and (b) | Nizam's Guaranteed State | | 1·93 | 2·03 | 382 | 396 | 481 | 496 |
| 8 | (a) to (h) | North Western | | 1·81 | 1·88 | 8,657 | 8,513 | 7,581 | 7,282 |
| 9 | (a) to (c) | Oudh and Rohilkhand | | 1·15 | 1·45 | 2,183 | 2,488 | 2,049 | 2,453 |
| 10 | (a) | South Indian | | 2·00 | 1·92 | 487 | 471 | 718 | 645 |
| | | 3' 3½" GAUGE. | | | | | | | |
| 11 | ..... | Assam-Bengal | | 1·56 | 2·05 | 715 | 818 | 708 | 809 |
| 12 | (a) and (b) | Bengal and North-Western | | 0·73 | 0·86 | 3,195 | 3,009 | 2,906 | 2,597 |
| 14 | (a) and (b) | Bhavnagar | | 0·88 | 0·71 | 193 | 212 | 235 | 257 |
| 2 | (f) to (l) | Bombay, Baroda and Central India | | 1·67 | 1·99 | 2,533 | 2,849 | 2,599 | 2,760 |
| 15 | (a) to (c) | Burma | | 1·30 | 1·50 | 1,710 | 1,813 | 1,826 | 1,956 |
| 3 | (b) to (d) | Eastern Bengal | | 1·16 | 1·74 | 1,933 | 1,942 | 941 | 995 |
| 17 | (a) to (c) | Gondal-Porbandar | | 0·99 | 0·82 | 171 | 187 | 230 | 261 |
| 7 | (c) and (d) | Hingoli Branch and Hyderabad-Godavari Valley | | 0·63 | 1·01 | 446 | 500 | 529 | 645 |
| 18 | ..... | Jamnagar | | 1·57 | 1·69 | 33 | 34 | 45 | 46 |
| 19 | (a) to (e) | Jodhpur-Bikaner | | 1·40 | 1·49 | 577 | 651 | 586 | 637 |
| 20 | ..... | Junagad | | 1·03 | 1·02 | 56 | 73 | 83 | 98 |
| 6 | (c) to (l) | Madras and Southern Mahratta | | 1·39 | 1·23 | 1,717 | 1,642 | 1,838 | 1,817 |
| 10 | (c) | Nilgiri | | 1·25 | 0·86 | 56 | 37 | ... | ... |
| 24 | (a) & (b) | Rohilkund and Kumaon | | 0·86 | 0·81 | 413 | 338 | 395 | 364 |
| 10 | (f) | Shoranur-Cochin | | 0·64 | 0·65 | 91 | 95 | 90 | 92 |
| 10 | (b), (d), (e) and (g) to (i) | South Indian | | 1·10 | 1·04 | 1,890 | 2,025 | 2,119 | 2,033 |
| 25 | ..... | Udaipur-Chitorgarh | | 0·78 | 1·10 | 31 | 50 | 33 | 36 |
| | | 2' 6" GAUGE. | | | | | | | |
| 1 | (b), (c) and (e) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions | | 0·69 | 0·76 | 300 | 339 | 299 | 338 |
| 8 | (l) | Kalka-Simla | | 1·48 | 1·27 | 159 | 137 | 142 | 125 |
| 8 | (m) and (n) | Kohat-Thal and Nowshera-Durgai | | 0·39 | 0·39 | 42 | 42 | 42 | 41 |
| 10 | (f) | Morappur-Dharmapuri | | 0·32 | 0·10 | 36 | 43 | 17 | ... |
| 1 | (g) | Purulia-Ranchi | | 0·97 | 1·03 | 97 | 104 | 111 | 108 |
| 1 | (h) | Raipur-Dhamtari | | 0·72 | 0·87 | 13 | 13 | 13 | 13 |
| 10 | (k) | Tirupattur-Krishnagiri | | 0·43 | 0·32 | 19 | 19 | 14 | ... |
| 8 | (o) | Trans-Indus (Kalabagh-Bannu) | | 0·33 | 0·79 | 17 | 33 | 18 | 33 |
| | | 2' 0" GAUGE. | | | | | | | |
| 19 | (f) | Pipar Road-Bhavi Light | | 0·17 | 0·29 | 5 | 4 | 4 | 2 |

## DIX 12—*continued.*

*during each half of the financial year 1913-14.*

prepare these statistics.]

| 44 | | 45 | | 46 | | 47 | | 48 | | 49 | | 50 | | Number. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TRAFFIC—*contd.* | | | | | | | | | | | | | | |
| MILEAGE. | | | | | | | | | | | | | | |
| hauled one mile (in thousands). | | | | | | | | | | Average number of vehicles in a coaching train. | | | | |
| 3rd or intermediate class. Vehicle miles. | | 4th or lowest class. Vehicle miles. | | Other vehicles. Vehicle miles. | | Brake-vans. Vehicle miles. | | Total. Vehicle miles. | | 1st class. No. | | 2nd class. No. | | Main head. |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 2,409 | 3,224 | 17,902 | 16,764 | 2,251 | 2,330 | 2,245 | 2,153 | 29,054 | 29,232 | 1·14 | 1·30 | 1·06 | 1·12 | 1 |
| ... | ... | 16,988 | 16,894 | 2,658 | 2,880 | 3,479 | 3,825 | 29,107 | 30,454 | 1·12 | 1·24 | 2·24 | 2·29 | 2 |
| 2,946 | 3,645 | 9,291 | 10,748 | 2,063 | 2,172 | 1,311 | 1,268 | 18,526 | 19,328 | 1·12 | 0·99 | 1·03 | 0·99 | 3 |
| 10,455 | 10,453 | 40,635 | 42,211 | 8,667 | 10,588 | 5,535 | 5,883 | 78,627 | 84,651 | 1·22 | 1·32 | 1·57 | 1·69 | 4 |
| 679 | 765 | 38,664 | 37,695 | 5,899 | 6,761 | 6,734 | 6,961 | 67,738 | 69,652 | 1·09 | 1·23 | 1·40 | 1·50 | 5 |
| 585 | 485 | 11,015 | 11,137 | 2,119 | 2,166 | 1,880 | 1,922 | 18,327 | 19,050 | 0·96 | 1·19 | 1·13 | 1·28 | 6 |
| ... | ... | 2,035 | 2,060 | 284 | 273 | 687 | 631 | 3,819 | 3,876 | 1·21 | 1·25 | 1·52 | 1·57 | 7 |
| 8,163 | 8,526 | 47,136 | 45,861 | 5,865 | 5,554 | 12,341 | 12,817 | 89,693 | 91,554 | 1·56 | 1·45 | 1·36 | 1·24 | 8 |
| 3,601 | 2,629 | 13,405 | 16,409 | 2,268 | 2,250 | 2,607 | 2,404 | 26,133 | 29,433 | 1·19 | 1·31 | 1·11 | 1·30 | 9 |
| ... | ... | 4,333 | 4,707 | 562 | 643 | 931 | 888 | 7,031 | 7,304 | 0·82 | 0·78 | 1·21 | 1·07 | 10 |
| 589 | 687 | 5,606 | 6,337 | 611 | 827 | 402 | 465 | 8,681 | 9,943 | 1·80 | 1·91 | 1·78 | 1·89 | 11 |
| 3,194 | 3,202 | 34,851 | 35,485 | 420 | 595 | 4,607 | 4,789 | 49,173 | 49,627 | 1·85 | 1·69 | 1·68 | 1·46 | 12 |
| ... | ... | 1,502 | 1,629 | 61 | 58 | 356 | 393 | 2,407 | 2,549 | 1·33 | 1·30 | 1·63 | 1·57 | 14 |
| ... | ... | 32,866 | 31,149 | 2,457 | 2,608 | 5,947 | 5,963 | 46,402 | 45,329 | 1·12 | 1·31 | 1·15 | 1·26 | 2 |
| ... | ... | 20,867 | 20,637 | 1,879 | 1,935 | 1,817 | 1,787 | 28,099 | 28,128 | 1·34 | 1·43 | 1·43 | 1·54 | 15 |
| 2,069 | 2,303 | 13,123 | 13,291 | 3,313 | 3,025 | 1,374 | 1,267 | 22,758 | 22,823 | 1·44 | 1·41 | 0·70 | 0·72 | 8 |
| ... | ... | 1,410 | 1,513 | 71 | 79 | 314 | 344 | 2,226 | 2,384 | 1·44 | 1·51 | 1·94 | 2·11 | 17 |
| ... | ... | 3,491 | 3,621 | 179 | 243 | 652 | 666 | 5,357 | 5,675 | 1·06 | 1·16 | 1·39 | 1·50 | 7 |
| ... | ... | 288 | 293 | 14 | 13 | 74 | 75 | 454 | 461 | 1·29 | 1·21 | 1·71 | 1·61 | 18 |
| 576 | 616 | 6,766 | 6,645 | 532 | 561 | 552 | 531 | 9,599 | 9,641 | 1·16 | 1·29 | 1·18 | 1·27 | 19 |
| ... | ... | 557 | 630 | 18 | 19 | 124 | 139 | 838 | 959 | 1·48 | 1·82 | 2·20 | 2·43 | 20 |
| 151 | 150 | 16,907 | 18,226 | 1,926 | 2,108 | 2,104 | 2,199 | 24,643 | 26,142 | 1·25 | 1·14 | 1·34 | 1·26 | 6 |
| ... | ... | 98 | 106 | 54 | 49 | ... | ... | 208 | 192 | 1·73 | 1·21 | ... | ... | 10 |
| 266 | 229 | 4,241 | 4,210 | 220 | 195 | 518 | 689 | 6,353 | 6,085 | 1·32 | 1·34 | 1·26 | 1·25 | 24 |
| ... | ... | 593 | 667 | 35 | 48 | 181 | 135 | 940 | 1,037 | 1·37 | 1·40 | 1·36 | 1·37 | 10 |
| ... | ... | 26,058 | 24,761 | 3,094 | 3,027 | 577 | 541 | 33,788 | 32,437 | 1·06 | 1·15 | 1·19 | 1·16 | 10 |
| 37 | 27 | 431 | 463 | 8 | 14 | 98 | 68 | 623 | 678 | 0·78 | 1·30 | 0·85 | 0·95 | 25 |
| 267 | 264 | 3,790 | 3,716 | 354 | 407 | 223 | 217 | 5,233 | 5,281 | 1·42 | 1·50 | 1·42 | 1·50 | 1 |
| ... | ... | 271 | 244 | 41 | 49 | 81 | 70 | 694 | 625 | 1·89 | 1·94 | 1·68 | 1·77 | 3 |
| 50 | 50 | 694 | 641 | 83 | 73 | 86 | 52 | 997 | 899 | 0·48 | 0·51 | 0·48 | 0·50 | 8 |
| ... | ... | 337 | 472 | 47 | 56 | 16 | 20 | 453 | 591 | 1·41 | 1·44 | 0·64 | ... | 10 |
| 117 | 117 | 694 | 860 | 149 | 143 | 42 | 37 | 1,210 | 1,369 | 1·69 | 1·65 | 1·95 | 1·70 | 1 |
| ... | ... | 175 | 194 | 9 | 11 | 16 | 13 | 226 | 244 | 0·99 | 1·00 | 0·99 | 1·00 | 1 |
| ... | ... | 151 | 160 | 25 | 25 | 9 | 8 | 218 | 212 | 1·53 | 1·55 | 1·11 | ... | 10 |
| 8 | 23 | 231 | 545 | 4 | 10 | 17 | 40 | 295 | 684 | 0·97 | 0·91 | 1·01 | 0·91 | 8 |
| ... | ... | 68 | 42 | ... | ... | ... | ... | 77 | 48 | 0·57 | 0·83 | 0·54 | 0·33 | 19 |

# APPEN

## *Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Serial number. | 51 | | 52 | | 53 | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | COACHING | | | | | |
| | | | | VEHICLES AND VEHICLE | | | | | |
| | | | | Average number of vehicles in a coaching | | | | | |
| Main head. | Sub-head. | | | 3rd or intermediate class. No. | | 4th or lowest class. No. | | Other vehicles. No. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5' 6" GAUGE. | | | | | | | |
| 1 | (a) | Bengal-Nagpur | | 1·24 | 1·65 | 9·24 | 8·60 | 1·16 | 1·22 |
| 2 | (a) to (e) | Bombay, Baroda and Central India | | ... | ... | 9·43 | 8·72 | 1·48 | 1·49 |
| 3 | (a) | Eastern Bengal | | 2·17 | 1·96 | 6·85 | 7·97 | 1·52 | 1·61 |
| 4 | (a) to (d) | East Indian | | 3·19 | 2·03 | 8·49 | 8·19 | 1·81 | 2·06 |
| 5 | (a) to (f) | Great Indian Peninsula | | 0·13 | 0·14 | 7·59 | 7·18 | 1·16 | 1·29 |
| 6 | (a) and (b) | Madras and Southern Mahratta | | 0·42 | 0·36 | 8·34 | 8·24 | 1·60 | 1·61 |
| 7 | (a) and (b) | Nizam's Guaranteed State | | ... | ... | 6·46 | 6·59 | 0·90 | 0·87 |
| 8 | (a) to (k) | North Western | | 1·47 | 1·45 | 8·49 | 8·34 | 1·05 | 0·95 |
| 9 | (a) to (c) | Oudh and Rohilkhand | | 1·96 | 1·50 | 7·28 | 8·69 | 1·24 | 1·51 |
| 10 | (a) | South Indian | | ... | ... | 7·28 | 7·73 | 0·94 | 1·06 |
| | | 3' 3½" GAUGE. | | | | | | | |
| 11 | (a) | Assam-Bengal | | 1·49 | 1·61 | 14·14 | 14·81 | 1·54 | 1·93 |
| 12 | (a) and (b) | Bengal and North-Western | | 1·85 | 1·80 | 20·18 | 19·97 | 0·24 | 0·34 |
| 14 | (a) and (b) | Bhavnagar | | ... | ... | 10·84 | 10·01 | 0·42 | 0·35 |
| 2 | (f) to (l) | Bombay, Baroda and Central India | | ... | ... | 14·49 | 14·28 | 1·08 | 1·20 |
| 15 | (a) to (c) | Burma | | ... | ... | 16·37 | 16·28 | 1·47 | 1·53 |
| 3 | (b) to (d) | Eastern Bengal | | 1·53 | 1·68 | 9·75 | 9·67 | 2·46 | 2·20 |
| 17 | (a) to (c) | Gondal-Porbandar | | ... | ... | 13·17 | 13·21 | 0·60 | 0·63 |
| 7 | (c) and (d) | Hingoli Branch and Hyderabad-Godavari Valley | | ... | ... | 8·27 | 8·40 | 0·42 | 0·56 |
| 18 | ..... | Jamnagar | | ... | ... | 11·00 | 10·39 | 0·53 | 0·47 |
| 19 | (a) to (e) | Jodhpur-Bikaner | | 1·16 | 1·22 | 13·64 | 13·18 | 1·07 | 1·11 |
| 20 | ..... | Junagad | | ... | ... | 14·80 | 15·61 | 0·47 | 0·47 |
| 6 | (c) to (l) | Madras and Southern Mahratta | | 0·11 | 0·10 | 12·29 | 12·67 | 1·40 | 1·47 |
| 10 | (c) | Nilgiri | | ... | ... | 3·01 | 3·43 | 1·67 | 1·60 |
| 24 | (a) and (b) | Rohilkund and Kumaon | | 0·35 | 0·33 | 13·54 | 14·54 | 0·70 | 0·67 |
| 10 | (f) | Shoranur-Cochin | | ... | ... | 8·80 | 9·25 | 0·53 | 0·72 |
| 10 | (b), (d), (e) and (g) to (i) | South Indian | | ... | ... | 14·60 | 14·06 | 1·74 | 1·71 |
| 25 | ..... | Udaipur-Chitorgarh | | 0·68 | 0·69 | 11·05 | 12·56 | 0·21 | 0·36 |
| | | 2' 6" GAUGE. | | | | | | | |
| 1 | (b), (c) and (e) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | 1·26 | 1·17 | 17·92 | 16·44 | 1·67 | 1·80 |
| 8 | (l) | Kalka-Simla | | ... | ... | 3·21 | 3·47 | 0·49 | 0·69 |
| 8 | (m) and (n) | Kohat-Thal and Nowshera-Durgai | | 0·57 | 0·61 | 7·94 | 7·79 | 0·95 | 0·89 |
| 10 | (f) | Morappur-Dharmapuri | | ... | ... | 13·04 | 15·80 | 1·80 | 1·89 |
| 1 | (g) | Purulia-Ranchi | | 2·06 | 1·84 | 13·18 | 13·58 | 2·61 | 2·27 |
| 1 | (h) | Raipur-Dhamtari | | ... | ... | 13·01 | 14·49 | 0·62 | 0·81 |
| 10 | (k) | Tirupattur-Krishnagiri | | ... | ... | 12·07 | 13·43 | 2·02 | 2·12 |
| 8 | (o) | Trans-Indus (Kalabagh-Bannu) | | 0·44 | 0·64 | 12·89 | 14·95 | 0·22 | 0·28 |
| | | 2' 0" GAUGE. | | | | | | | |
| 19 | (f) | Pipar Road-Bhavi. Light | | ... | ... | 8·55 | 7·88 | ... | ... |

## DIX 12—*continued.*

*during each half of the financial year 1913-14.*

prepare these statistics.]

| 54 | 55 | 56 | 57 | 58 | 59 | 60 | Number. |
|---|---|---|---|---|---|---|---|
| TRAFFIC—*contd.* | | | | | | | |
| MILEAGE—*contd.* | | | | | | | |
| train—*concld.* | | Average earnings per coaching vehicle per mile. | | | | | |
| Brake-vans. No. | Total. No. | 1st class. Pies. | 2nd class. Pies. | 3rd or intermediate class. Pies. | 4th or lowest class. Pies. | Other vehicles. Pies. | Main head. |
| 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | |
| 1·16 / 1·10 | 15·00 / 14·99 | 11·73 / 18·13 | 15·53 / 19·79 | 16·48 / 16·21 | 51·09 / 59·04 | 54·05 / 58·23 | 1 |
| 1·94 / 1·97 | 16·21 / 15·71 | 14·61 / 19·90 | 17·94 / 18·16 | ... / ... | 53·55 / 53·93 | 66·63 / 65·57 | 2 |
| 0·97 / 0·94 | 13·66 / 14·38 | 13·57 / 23·97 | 22·55 / 25·55 | 28·27 / 32·95 | 55·68 / 55 58 | 44·86 / 48·68 | 3 |
| 1·16 / 1·14 | 16·44 / 16·43 | 13·07 / 18 20 | 11·62 / 14·14 | 22·71 / 25·08 | 52·90 / 54 72 | 37·86 / 36·10 | 4 |
| 1·33 / 1·33 | 13·29 / 13·27 | 10 66 / 16·98 | 17·17 / 19 73 | 49·23 / 47·45 | 48·53 / 49·88 | 66·63 / 69·29 | 5 |
| 1·42 / 1·42 | 13·87 / 14·10 | 19·83 / 27·06 | 26·62 / 25·66 | 26·67 / 35·57 | 64·05 / 60·78 | 65·47 / 68·11 | 6 |
| 2·02 / 2 00 | 12·11 / 12·28 | 12 31 / 18·90 | 20·93 / 22·46 | ... / ... | 57·94 / 59·46 | 74·39 / 88·93 | 7 |
| 2·22 / 2·19 | 16·15 / 15·62 | 6·45 / 12·00 | 11·91 / 16 06 | 23·24 / 25 43 | 53·11 / 50·48 | 54·72 / 63·68 | 8 |
| 1·42 / 1·27 | 14·20 / 15·58 | 11·13 / 14 94 | 18·63 / 18·16 | 25·63 / 31·64 | 69·39 / 52·56 | 37·68 / 30·12 | 9 |
| 1·56 / 1·39 | 11·81 / 12·09 | 22·60 / 25·14 | 29·78 / 29·72 | ... / ... | 55·49 / 53·90 | 75·26 / 63·52 | 10 |
| 1·01 / 1·09 | 21·76 / 23·24 | 8·32 / 13·87 | 7·20 / 8·87 | 15·27 / 16 30 | 39·38 / 44·10 | 43·40 / 45·47 | 11 |
| 2·67 / 2·67 | 28·47 / 27·26 | 1·66 / 2·40 | 3·66 / 4·49 | 6·95 / 7·06 | 27·24 / 26 82 | 109·13 / 101·12 | 12 |
| 2·47 / 2·43 | 16·69 / 15·66 | 2·65 / 4·09 | 12·50 / 12·51 | ... / ... | 44·25 / 44·11 | 104·28 / 101·14 | 14 |
| 2·62 / 2·78 | 20·46 / 20·78 | 7·72 / 11·90 | 13·74 / 13·77 | ... / ... | 36·70 / 34·05 | 44·98 / 43·10 | 2 |
| 1·43 / 1·41 | 23·05 / 22·19 | 14·64 / 22·73 | 19·98 / 22·84 | ... / ... | 39·95 / 47·11 | 31·55 / 35·19 | 15 |
| 1·03 / 0·92 | 16·90 / 16·60 | 3·80 / 5·29 | 14·10 / 17·66 | 27·29 / 28·54 | 39·74 / 44·52 | 19·28 / 32·82 | 3 |
| 2·65 / 2·77 | 18·80 / 19·23 | 6·62 / 5·75 | 16·94 / 16·23 | ... / ... | 44·82 / 46·11 | 34·22 / 66·47 | 17 |
| 1·55 / 1·55 | 18·69 / 18·17 | 5·59 / 8·30 | 13·85 / 14·84 | ... / ... | 39·88 / 39·37 | 63·78 / 75·07 | 7 |
| 2·82 / 2·67 | 17·85 / 16·95 | 6·23 / 8·75 | 23·79 / 23·62 | ... / ... | 55·34 / 53·30 | 121·60 / 135·21 | 18 |
| 1·11 / 1·05 | 19·32 / 19·12 | 5·94 / 8·79 | 14·33 / 14·11 | 21·16 / 21·35 | 36·10 / 34·51 | 51·70 / 53·62 | 19 |
| 3·31 / 3·46 | 22·26 / 23·79 | 5·87 / 4·71 | 22·03 / 20·01 | ... / ... | 53·67 / 47·99 | 112·59 / 111·15 | 20 |
| 1·53 / 1·53 | 17·92 / 18·17 | 9·20 / 10·99 | 17·48 / 18·81 | 32·69 / 29·66 | 37·55 / 33·52 | 44·24 / 37·52 | 6 |
| ... / 0·01 | 6·41 / 6·25 | 183·42 / 117·72 | ... / ... | ... / ... | 127·16 / 87·38 | 217·13 / 158·55 | 10 |
| 2·61 / 2·38 | 20·28 / 21·01 | 15·74 / 9·98 | 22·54 / 22 65 | 15·76 / 13·31 | 39·13 / 31·15 | 76·82 / 75·32 | 24 |
| 1·97 / 2·00 | 14·11 / 15·38 | 13·05 / 14·18 | 25·51 / 24·45 | ... / ... | 50·71 / 44·99 | 60·97 / 45·11 | 10 |
| 0·32 / 0·31 | 18·91 / 18·38 | 8·15 / 12·34 | 24·06 / 22·25 | ... / ... | 44·90 / 36·77 | 24·16 / 23·92 | 10 |
| 2·39 / 1·76 | 15·96 / 17·62 | 14·67 / 27·10 | 15·63 / 18·02 | 4·60 / 5·37 | 36·79 / 35·82 | 128·25 / 103·71 | 25 |
| 1·06 / 0·96 | 24·75 / 23·37 | 2·98 / 4·60 | 4·57 / 5·59 | 6·17 / 8·56 | 24·34 / 25·47 | 17·23 / 17·64 | 1 |
| 0·96 / 1·00 | 8·23 / 8·87 | 102·71 / 73·59 | 79·08 / 62 04 | ... / ... | 126·63 / 98 33 | 624·00 / 370·67 | 8 |
| 099 / 0·64 | 11·41 / 10·24 | 8·36 / 12·83 | 12·65 / 15·88 | 14·17 / 18·47 | 38·66 / 36·67 | 20·07 / 20·87 | 8 |
| 0·92 / 0·68 | 17·51 / 19·81 | 3·43 / 4·39 | 10·19 / ... | ... / ... | 22·58 / 17·07 | 10·43 / 3·08 | 10 |
| 0·74 / 0·88 | 21·28 / 21·62 | 11·53 / 11·81 | 8·74 / 13·85 | 9·11 / 11·47 | 26·48 / 32 30 | 15·55 / 19·28 | 1 |
| 1·15 / 0·96 | 16·33 / 18·26 | 5·84 / 5·33 | 14·23 / 14·22 | ... / ... | 45·47 / 54·63 | 46·16 / 46·69 | 1 |
| 0·96 / 0·67 | 17·39 / 17·77 | 0·96 / 2·75 | 4·61 / ... | ... / ... | 26·38 / 18·69 | 9·41 / 6·63 | 10 |
| 0·96 / 1·10 | 16·49 / 18·79 | 6·58 / 17·04 | 14·62 / 10 94 | 27·71 / 14·59 | 31·05 / 24·17 | 98·23 / 140·64 | 8 |
| ... / ... | 9·66 / 9·04 | 0·88 / 2·55 | 5·31 / 14·67 | ... / ... | 27·05 / 40·83 | ... / ... | 19 |

# APPEN

*Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix I). | | Railway system. | Serial number. | 61 | | 62 | | 63 | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | COACHING | | | | | |
| | | | | VEHICLES AND VEHICLE. | | | | | |
| | | | | Carrying capacity hauled one mile | | | | | |
| Main head. | Sub-head. | | | 1st class. Seats. | | 2nd class. Seats. | | 3rd or intermediate class. Seats. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5′ 6″ GAUGE. | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur | | 31,053 | 35,772 | 42,863 | 458,823 | 89,037 | 116,851 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India | | 46,387 | 54,324 | 128,539 | 142,357 | ... | ... |
| 3 | (*a*) | Eastern Bengal | | 34,366 | 30,875 | 34,614 | 29,688 | 138,884 | 124,071 |
| 4 | (*a*) to (*d*) | East Indian | | 91,560 | 106,827 | 144,958 | 167,702 | 436,230 | 429,742 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula | | 126,542 | 140,327 | 237,765 | 248,594 | 22,930 | 26,148 |
| 6 | (*a*) and (*b*) | Madras and Southern Mahratta | | 13,556 | 15,049 | 23,262 | 27,725 | 17,189 | 14,905 |
| 7 | (*a*) and (*b*) | Nizam's Guaranteed State | | 5,036 | 5,195 | 11,561 | 11,893 | ... | ... |
| 8 | (*a*) to (*k*) | North Western | | 156,089 | 152,234 | 149,658 | 1,43,818 | 345,310 | 367,155 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand | | 51,203 | 62,374 | 52,541 | 64,414 | 104,595 | 85,377 |
| 10 | (*a*) | South Indian | | 5,027 | 5,687 | 13,109 | 11,321 | ... | ... |
| | | 3′ 3½″ GAUGE. | | | | | | | |
| 11 | ..... | Assam-Bengal | | 8,306 | 9,513 | 8,205 | 9,432 | 12,947 | 15,119 |
| 12 | (*a*) and (*b*) | Bengal and North-Western | | 28,361 | 29,349 | 35,755 | 35,812 | 66,790 | 66,561 |
| 14 | (*a*) and (*b*) | Bhavnagar | | 1,005 | 1,093 | 1,932 | 2,130 | ... | ... |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India | | 26,846 | 30,137 | 31,188 | 33,124 | ... | ... |
| 15 | (*a*) to (*c*) | Burma | | 15,997 | 16,920 | 30,771 | 33,072 | ... | ... |
| 3 | (*b*) to (*d*) | Eastern Bengal | | 22,423 | 22,641 | 11,427 | 12,095 | 42,676 | 50,697 |
| 17 | (*a*) to (*c*) | Gondal-Porbandar | | 1,111 | 1,238 | 2,232 | 2,577 | ... | ... |
| 7 | (*c*) and (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | | 5,164 | 5,615 | 11,653 | 12,392 | ... | ... |
| 18 | ..... | Jamnagar | | 227 | 230 | 302 | 307 | ... | ... |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner | | 8,137 | 9,001 | 8,536 | 9,192 | 14,756 | 15,721 |
| 20 | ..... | Junagad | | 265 | 588 | 636 | 1,108 | ... | ... |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | | 14,687 | 13,348 | 21,608 | 21,293 | 4,804 | 4,777 |
| 10 | (*c*) | Nilgiri | | 1,014 | 806 | ... | ... | ... | ... |
| 24 | (*a*) and (*b*) | Rohilkund and Kumaon | | 2,180 | 2,226 | 2,764 | 2,674 | 2,280 | 2,395 |
| 10 | (*f*) | Shoranur-Cochin | | 733 | 754 | 798 | 823 | ... | ... |
| 10 | (*b*), (*d*), (*e*) and (*g*) to (*i*) | South Indian | | 14,684 | 15,788 | 24,075 | 23,419 | ... | ... |
| 25 | ..... | Udaipur-Chitorgarh | | 354 | 491 | 401 | 438 | 719 | 723 |
| | | 2′ 6″ GAUGE. | | | | | | | |
| 1 | (*b*), (*c*) and (*e*) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | 2,696 | 3,042 | 2,695 | 3,041 | 4,335 | 4,296 |
| 8 | (*l*) | Kalka-Simla | | 1,549 | 1,323 | 1,432 | 1,256 | ... | ... |
| 8 | (*m*) and (*n*) | Kohat-Thal and Nowshera-Durgai | | 591 | 553 | 588 | 554 | 1,199 | 1,198 |
| 10 | (*j*) | Morappur-Dharmapuri | | 291 | 344 | 200 | ... | ... | ... |
| 1 | (*g*) | Purulia-Ranchi | | 870 | 928 | 1,150 | 1,111 | 2,523 | 2,508 |
| 1 | (*h*) | Raipur-Dhamtari | | 159 | 161 | 159 | 161 | ... | ... |
| 10 | (*k*) | Tirupattur-Krishnagiri | | 153 | 148 | 167 | ... | ... | ... |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu) | | 242 | 452 | 253 | 452 | 110 | 328 |
| | | 2′ 0″ GAUGE. | | | | | | | |
| 19 | (*f*) | Pipar Road-Bhavi Light | | 55 | 53 | 56 | 23 | ... | ... |

## DIX 12—*continued.*

### *during each half of the financial year 1913-14.*

prepare these statistics.]

| 64 | | 65 | | 66 | | 67 | | 68 | | 69 | | 70 | | Number. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TRAFFIC—*contd.* | | | | | | | | | | | | | | |
| MILEAGE—*concld.* | | | | | | | | | | | | | | |
| (excluding brakes)—(in thousands). | | | | Percentage of freight upon capacity hauled— | | | | | | | | | | |
| 4th or lowest class. Seats. | | Other vehicles. Tons. | | 1st class Per cent. | | 2nd class. Per cent. | | 3rd or intermediate class. Per cent. | | 4th or lowest class. Per cent. | | Other vehicles. Per cent. | | Main head. |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 914,949 | 960,587 | 10,846 | 11,709 | 4·82 | 10·00 | 11·37 | 14·34 | 13·71 | 13·75 | 40·92 | 47·07 | 28·55 | 30·50 | 1 |
| 923,048 | 919,851 | 14,620 | 15,555 | 4·99 | 6·59 | 10·00 | 10·28 | ... | ... | 46·06 | 46·75 | 42·03 | 42·14 | 2 |
| 517,591 | 616,261 | 21,742 | 24,845 | 4·45 | 7·66 | 13·74 | 15·53 | 20·74 | 24·46 | 40·39 | 39·16 | 8·95 | 9·07 | 3 |
| 2,213,065 | 2,292,590 | 67,707 | 81,778 | 5·79 | 8·34 | 8·79 | 12 11 | 17·05 | 19·63 | 49·07 | 45·70 | 15·37 | 14·79 | 4 |
| 1,911,221 | 1,860,486 | 29,944 | 33,393 | 6·06 | 8·21 | 8·60 | 10·20 | 31·45 | 31·13 | 41·41 | 42 60 | 38·25 | 38·49 | 5 |
| 570,899 | 586,528 | 12,682 | 13,023 | 12·41 | 18·45 | 24·23 | 23·47 | 22·22 | 30·73 | 53·71 | 50·19 | 30·10 | 31·02 | 6 |
| 114,883 | 120,169 | 4,207 | 3,768 | 6·35 | 11·03 | 16·41 | 17·68 | ... | ... | 43·31 | 42·28 | 14·48 | 17·01 | 7 |
| 2,631,988 | 2,742,059 | 43,745 | 38,397 | 2·63 | 5·18 | 10·11 | 15·63 | 17·01 | 13·12 | 42·13 | 39·86 | 22·92 | 27·97 | 8 |
| 596,733 | 717,107 | 35,494 | 43,818 | 3·08 | 8·98 | 11·04 | 11·07 | 29·07 | 34·51 | 63·98 | 49·34 | 5·96 | 6·23 | 9 |
| 230,054 | 245,640 | 2,588 | 2,946 | 18·91 | 17·79 | 34·36 | 30·75 | ... | ... | 54·10 | 52·63 | 46·05 | 39·33 | 10 |
| 188,801 | 220,535 | 2,330 | 2,908 | 5·03 | 7·89 | 8·36 | 10·39 | 20·17 | 23·37 | 42·72 | 46 97 | 26·61 | 31 26 | 11 |
| 986,707 | 1,011,687 | 1,125 | 2,407 | 1·53 | 1·95 | 4·93 | 5·45 | 10·96 | 11·01 | 46·36 | 47·31 | 112·79 | 63·15 | 12 |
| 39,835 | 41,159 | 134 | 139 | 4·23 | 6·62 | 25·38 | 25·18 | ... | ... | 57·91 | 58·28 | 94·43 | 82·97 | 14 |
| 1,127,543 | 1,078,195 | 11,615 | 12,462 | 4·75 | 7·45 | 16·75 | 16·48 | ... | ... | 55·31 | 51·16 | 32·55 | 34·81 | 2 |
| 660,901 | 651,969 | 8,497 | 8,602 | 10·03 | 15·10 | 14·25 | 16·84 | ... | ... | 42·30 | 49·81 | 19·48 | 22·06 | 15 |
| 413,171 | 438,670 | 23,464 | 20,369 | 2·24 | 3·14 | 16·95 | 20·56 | 46·40 | 45·79 | 50·18 | 53·58 | 6·94 | 11·78 | 3 |
| 39,039 | 40,189 | 261 | 296 | 8·49 | 7·24 | 29·11 | 27·44 | ... | ... | 55·10 | 57·57 | 44·95 | 34·48 | 17 |
| 143,330 | 141,464 | 725 | 1,297 | 4·52 | 7·15 | 11·62 | 14·61 | ... | ... | 43·68 | 45·36 | 36·81 | 33·52 | 7 |
| 7,982 | 7,939 | 35 | 33 | 7·70 | 10·78 | 58·77 | 58·15 | ... | ... | 66·51 | 65·52 | 118·56 | 142·94 | 18 |
| 248,935 | 236,116 | 7,687 | 7,660 | 2·71 | 4 07 | 12·76 | 12·47 | 28·94 | 28·31 | 51·37 | 48·62 | 9·04 | 9·79 | 19 |
| 16,893 | 18,759 | 76 | 81 | 9·43 | 4·90 | 47·73 | 29·53 | ... | ... | 59·29 | 53·75 | 51·16 | 50·63 | 20 |
| 552,034 | 600,399 | 7,963 | 8,759 | 7·10 | 8·68 | 22·30 | 23·12 | 26·07 | 23·60 | 55·61 | 49·34 | 23·24 | 26·23 | 6 |
| 2,455 | 2,472. | 208 | 189 | 42·04 | 27·31 | ... | ... | ... | ... | 101·51 | 69·89 | 19·51 | 14·00 | 10 |
| 129,267 | 129,634 | 364 | 342 | 10·52 | 7·04 | 30·87 | 29·06 | 40·23 | 30·36 | 59·87 | 74·06 | 74·09 | 68·75 | 24 |
| 19,666 | 23,451 | 87 | 117 | 12·61 | 14·88 | 60·52 | 46·63 | ... | ... | 69·87 | 67·69 | 49·06 | 37·32 | 10 |
| 844,745 | 802,508 | 8,778 | 7,606 | 9·46 | 13·92 | 42·58 | 35·54 | ... | ... | 70·91 | 57·86 | 22·27 | 24·03 | 10 |
| 12,664 | 14,217 | 32 | 56 | 7·04 | 15·47 | 14·49 | 16·74 | 5·63 | 6·63 | 62·78 | 60·12 | 94·07 | 76·20 | 25 |
| 92,441 | 90,497 | 667 | 762 | 2·09 | 3·26 | 6·83 | 8·95 | 10·57 | 15·05 | 39·14 | 41·01 | 21·84 | 22·59 | 1 |
| 6,112 | 5,530 | 178 | 215 | 21·93 | 15.72 | 34·29 | 27·17 | ... | ... | 53·41 | 41·28 | 70·25 | 41·30 | 2 |
| 18,470 | 16,745 | 632 | 147 | 4·43 | 7·38 | 13·83 | 18·22 | 18·48 | 23·77 | 50·58 | 56·14 | 5·35 | 21·58 | 3 |
| 5,242 | 7,165 | 279 | 339 | 3·58 | 4·60 | 31·31 | ... | ... | ... | 67·89 | 56·28 | 2·93 | 0·86 | 10 |
| 15,259 | 19,053 | 306 | 285 | 8·74 | 8·96 | 11·21 | 15·06 | 11·00 | 14·27 | 41·08 | 49·55 | 17·92 | 22·86 | 1 |
| 5,725 | 6,862 | 10 | 12 | 2 93 | 2·70 | 15·05 | 14·95 | ... | ... | 48·97 | 55·16 | 95·57 | 96·67 | 1 |
| 2,490 | 2,579 | 152 | 152 | 1·00 | 2·90 | 34·63 | ... | ... | ... | 75·81 | 58·98 | 3·81 | 2·51 | 10 |
| 5,968 | 12,541 | 93 | 114 | 4·23 | 9·16 | 14·59 | 12·06 | 60·46 | 31·61 | 59·41 | 46·65 | 7·49 | 25·25 | 8 |
| 753 | 465 | ... | ... | 0·34 | 1·18 | 5·07 | 14·04 | ... | ... | 109·09 | 164·24 | ... | ... | 19 |

# APPEN

## *Analysis of working of each railway system*

[Note.—Railways not shown do not prepare

| Classification No. of Railway (Detailed in "Index" to Appendix I). | | | Serial number. | 71 | | 72 | |
|---|---|---|---|---|---|---|---|
| | | | | COACHING | | | |
| | | | | WEIGHT OF TRAIN | | | |
| | | | | Gross ton-mileage of (in | | | |
| Main head. | Sub-head. | Railway system. | | Freight. Ton-miles. | | Dead-weight. Ton-miles. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5′ 6″ GAUGE. | | | | | |
| 1 | (a) | Bengal-Nagpur | | 26,882 | 29,724 | 559,494 | 572,910 |
| 2 | (a) to (e) | Bombay, Baroda and Central India | | 32,908 | 33,888 | 542,402 | 572,961 |
| 3 | (a) | Eastern Bengal | | 16,752 | 19,160 | 347,213 | 355,664 |
| 4 | (a) to (d) | East Indian | | 81,572 | 82,583 | 1,574,474 | 1,714,892 |
| 5 | (a) to (f) | Great Indian Peninsula | | 61,712 | 64,074 | 1,446,350 | 1,487,306 |
| 6 | (a) and (b) | Madras and Southern Mahratta | | 23,062 | 22,748 | 377,225 | 397,766 |
| 7 | (a) and (b) | Nizam's Guaranteed State | | 3,712 | 3,922 | 71,665 | 73,767 |
| 8 | (a) to (k) | North Western | | 81,706 | 62,868 | 1,596,960 | 1,654,111 |
| 9 | (a) to (c) | Oudh and Rohilkhand | | 27,672 | 26,547 | 509,268 | 565,036 |
| 10 | (a) | South Indian | | 9,905 | 10,124 | 140,278 | 149,764 |
| | | 3′ 3¾″ GAUGE. | | | | | |
| 11 | ..... | Assam-Bengal | | 5,712 | 7,459 | 83,846 | 95,131 |
| 12 | (a) and (b) | Bengal and North-Western | | 30,524 | 30,869 | 352,399 | 365,229 |
| 14 | (a) and (b) | Bhavnagar | | 1,554 | 1,605 | 19,175 | 20,494 |
| 2 | (f) to (l) | Bombay, Baroda and Central India | | 41,747 | 37,941 | 426,154 | 420,315 |
| 15 | (a) to (c) | Burma | | 18,939 | 22,100 | 274,367 | 272,680 |
| 3 | (b) to (d) | Eastern Bengal | | 15,394 | 18,151 | 206,534 | 236,099 |
| 17 | (a) to (e) | Gondal-Porbandar | | 1,469 | 1,563 | 17,146 | 18,461 |
| 7 | (c) and (d) | Hingoli Branch and Hyderabad-Godavari Valley | | 4,158 | 4,470 | 63,968 | 66,906 |
| 18 | ... | Jamnagar | | 376 | 377 | 3,566 | 3,653 |
| 19 | (a) to (c) | Jodhpur-Bikaner | | 8,620 | 8,033 | 90,029 | 90,719 |
| 20 | ..... | Junagad | | 664 | 675 | 6,276 | 7,006 |
| 6 | (c) to (l) | Madras and Southern Mahratta | | 20,690 | 20,122 | 230,883 | 248,480 |
| 10 | (c) | Nilgiri | | 235 | 152 | 2,460 | 2,299 |
| 24 | (a) and (b) | Rohilkund and Kumaon | | 5,060 | 4,017 | 56,471 | 53,655 |
| 10 | (f) | Shoranur-Cochin | | 915 | 998 | 8,664 | 9,471 |
| 10 | (b), (d), (e) and (g) to (i) | South Indian | | 38,855 | 30,573 | 325,935 | 320,847 |
| 25 | ..... | Udaipur-Chitorgarh | | 517 | 571 | 5,571 | 5,928 |
| | | 2′ 6″ GAUGE. | | | | | |
| 1 | (b), (c) and (e) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | 2,364 | 2,469 | 38,394 | 39,271 |
| 8 | (l) | Kalka-Simla | | 394 | 275 | 5,896 | 5,122 |
| 8 | (m) and (n) | Kohat-Thal and Nowshera-Durgai | | 617 | 625 | 5,359 | 5,185 |
| 10 | (f) | Morappur-Dharmapuri | | 228 | 246 | 2,616 | 3,209 |
| 1 | (g) | Purulia-Ranchi | | 466 | 677 | 9,735 | 10,992 |
| 1 | (h) | Raipur-Dhamtari | | 180 | 225 | 936 | 987 |
| 10 | (k) | Tirupattur-Krishnagiri | | 124 | 95 | 1,189 | 1,148 |
| 8 | (o) | Trans-Indus (Kalabagh-Bannu) | | 206 | 395 | 1,954 | 4,354 |
| | | 2′ 0″ GAUGE. | | | | | |
| 19 | (f) | Pipar Road-Bhavi Light | | 51 | 48 | 113 | 76 |

## DIX 12—*continued.*

*during each half of the financial year 1913-14.*

these statistics.]

| 73 | | 74 | | 75 | | 76 | | 77 | | 78 | | 79 | | Number. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TRAFFIC—*contd.* | | | | | | | | | | | | | | |
| AND TON-MILEAGE. | | | | | | | | COST OF WORKING AND PROFITS— | | | | | | |
| all coaching trains thousands). | | Average weight of a coaching train. | | | | | | Average cost of hauling a coaching train one mile. | | Average cost of hauling a coaching vehicle with its load one mile. | | Average cost of hauling a coaching unit one mile | | |
| Total. Ton-miles. | | Freight. Tons. | | Dead-weight. Tons. | | Total. Tons. | | Rs. | | Pies. | | Per passenger unit. Pies. | | Mail head. |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 586,326 | 602,634 | 13·86 | 15·24 | 288·95 | 293·71 | 302·81 | 308·95 | 1·22 | 1·28 | 16·87 | 17·71 | 1·05 | 1·01 | 1 |
| 575,310 | 606,869 | 18·33 | 17·48 | 302·13 | 295·64 | 320·46 | 313·12 | 2·02 | 1·76 | 27·23 | 24·53 | 1·45 | 1·33 | 2 |
| 363,965 | 374,824 | 12·36 | 14·20 | 256·10 | 263·60 | 268·46 | 277·80 | 1·59 | 1·65 | 24·09 | 23·65 | 1·45 | 1·32 | 3 |
| 1,656,046 | 1,796,895 | 17·05 | 16·01 | 329·11 | 332·66 | 346·16 | 348·67 | 1·03 | 1·11 | 12·94 | 13·96 | 0·70 | 0·82 | 4 |
| 1,508,062 | 1,551,280 | 12·11 | 12·21 | 283·83 | 283·39 | 295·94 | 295·60 | 1·67 | 1·60 | 26·86 | 26·93 | 1·81 | 1·96 | 5 |
| 400,287 | 420,514 | 17·45 | 16·83 | 285·47 | 294·38 | 302·92 | 311·21 | 1·92 | 1·73 | 29·60 | 26·18 | 1·83 | 1·27 | 6 |
| 75,367 | 77,089 | 11·77 | 12·43 | 227·25 | 233·75 | 239·02 | 246·18 | 1·31 | 1·48 | 24·91 | 27·72 | 1·43 | 1·55 | 7 |
| 1,678,666 | 1,736,979 | 14·71 | 14·14 | 287·62 | 282·19 | 302·33 | 296·33 | 1·51 | 1·81 | 20·8 | 25·93 | 1·27 | 1·62 | 8 |
| 536,940 | 591,583 | 15·03 | 14·05 | 276·68 | 299·15 | 291·71 | 313·20 | 1·41 | 1·47 | 21·20 | 19·20 | 1·10 | 1·24 | 9 |
| 150,183 | 159,888 | 16·65 | 16·76 | 235·76 | 247·91 | 252·41 | 264·67 | 1·59 | 1·56 | 29·62 | 34·01 | 1·29 | 1·49 | 10 |
| 89,558 | 102,590 | 14·40 | 17·43 | 211·43 | 222·37 | 225·83 | 239·80 | 2·08 | 1·98 | 19·28 | 17·19 | 1·73 | 1·38 | 11 |
| 382,923 | 396,118 | 17·67 | 17·38 | 204·04 | 205·52 | 221·71 | 222·90 | 1·08 | 0·99 | 8·01 | 7·55 | 0·72 | 0·68 | 12 |
| 20,729 | 22,099 | 10·76 | 9·86 | 133·05 | 125·90 | 143·83 | 135·76 | 1·33 | 1·09 | 18·01 | 15·83 | 1·48 | 1·34 | 14 |
| 467,901 | 458,256 | 18·40 | 17·40 | 187·89 | 193·71 | 206·29 | 210·11 | 1·60 | 1·38 | 17·23 | 14·72 | 1·03 | 0·96 | 2 |
| 293,306 | 294,780 | 14·86 | 17·43 | 215·26 | 215·11 | 230·12 | 232·54 | 1·73 | 1·92 | 16·12 | 17·78 | 1·38 | 1·31 | 15 |
| 221,928 | 254,250 | 11·43 | 13·20 | 153·44 | 171·68 | 164·87 | 184·88 | 1·10 | 1·22 | 13·32 | 14·95 | 1·04 | 1·05 | 3 |
| 18,615 | 20,024 | 12·41 | 12·62 | 144·84 | 148·96 | 157·25 | 161·58 | 1·47 | 1·31 | 17·32 | 15·31 | 1·44 | 1·25 | 17 |
| 68,126 | 71,376 | 9·85 | 10·37 | 151·49 | 155·26 | 161·34 | 165·63 | 1·33 | 1·14 | 22·94 | 18·80 | 1·61 | 1·34 | 7 |
| 3,943 | 4,030 | 14·36 | 13·37 | 136·33 | 129·66 | 150·69 | 143·03 | 1·57 | 1·6: | 20·72 | 22·67 | 1·36 | 1·53 | 18 |
| 98,649 | 98,752 | 17·37 | 15·93 | 181·43 | 179·89 | 198·80 | 195·82 | 1·26 | 1·22 | 13·27 | 13·01 | 0·86 | 0·92 | 19 |
| 6,940 | 7,681 | 17·64 | 16·74 | 166·72 | 173·73 | 184·36 | 190·47 | 2·20 | 1·70 | 22·32 | 16·07 | 1·51 | 1·23 | 20 |
| 251,773 | 268,602 | 15·19 | 13·99 | 167·92 | 172·72 | 183·11 | 186·71 | 1·53 | 1·46 | 17·91 | 16·82 | 1·17 | 1·21 | 6 |
| 2,695 | 2,451 | 7·21 | 4·94 | 75·58 | 74·71 | 82·79 | 79·65 | 4·05 | 4·51 | 121·28 | 138·84 | 6·49 | 10·34 | 10 |
| 61,531 | 59,672 | 16·15 | 13·87 | 180·26 | 192·20 | 196·41 | 206·07 | 1·21 | 1·35 | 13·21 | 13·89 | 0·88 | 1·14 | 24 |
| 9,579 | 10,469 | 13·74 | 14·79 | 139·07 | 140·39 | 143·81 | 155·18 | 1 36 | 1·40 | 21·51 | 20·11 | 1·16 | 1·09 | 10 |
| 364,790 | 351,320 | 21·77 | 17·82 | 182·05 | 181·76 | 204·42 | 199·58 | 1·70 | 1·68 | 17·58 | 17 89 | 0·87 | 1·09 | 10 |
| 6,088 | 6,499 | 13·24 | 14·86 | 142·71 | 154·16 | 155·95 | 169·02 | 1·45 | 1·42 | 20·59 | 17·29 | 1·32 | 1·17 | 25 |
| 40,758 | 41,740 | 11·18 | 10·93 | 181·35 | 173·76 | 192 73 | 184 69 | 1·59 | 1·66 | 12·90 | 14·19 | 1·63 | 1·74 | 1 |
| 6,290 | 5,397 | 4·67 | 3·90 | 69·92 | 72·66 | 74·59 | 76 56 | 2·34 | 2·59 | 61·83 | 63·29 | 8·32 | 10·95 | 8 |
| 5,976 | 5,810 | 7·06 | 7·60 | 61·35 | 63·04 | 68·41 | 70·64 | 1·10 | 1·30 | 20·23 | 24·20 | 1·77 | 1·97 | 8 |
| 2,844 | 3,455 | 8·80 | 8·26 | 101·10 | 107·47 | 109·90 | 115·73 | 1·35 | 1·40 | 15·37 | 14 01 | 1·67 | 1·80 | 19 |
| 10,201 | 11,669 | 8·17 | 10·70 | 170 76 | 173 61 | 178·93 | 184·31 | 1·07 | 1·20 | 10·04 | 10·99 | 1·52 | 1·30 | 1 |
| 1,116 | 1,212 | 13·43 | 16 76 | 69·66 | 73·71 | 83·08 | 90·47 | 0·90 | 1·01 | 10·99 | 11·25 | 0·78 | 0·70 | 1 |
| 1,318 | 1,243 | 9·68 | 8·01 | 94·90 | 96 24 | 104·78 | 104·25 | 1 32 | 2·22 | 15·18 | 24·93 | 1·45 | 2·94 | 10 |
| 2,160 | 4,729 | 11·51 | 10·83 | 109·01 | 118·98 | 120·52 | 129·81 | 1·43 | 1·46 | 17.69 | 15 85 | 1·47 | 1·66 | 8 |
| 164 | 124 | 6·37 | 8·93 | 14·10 | 14·35 | 20·47 | 23·28 | 1·04 | 0·80 | 20·69 | 17·06 | 1·89 | 1·04 | 19 |

# APPEN

## *Analysis of working of each railway system*

[Note—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Serial number. | 80 | | 81 | | 82 | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | COACHING | | | | | |
| | | | | COST OF | | | | | |
| Main head. | Sub-head. | | | Average cost of hauling a coaching unit one mile. Other traffic per ton. Pies. | | Average profit on working a coaching train one mile. Rs. | | Average profit 1st class. Pies. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5' 6" GAUGE. | | | | | | | |
| 1 | (a) | Bengal-Nagpur | | 12·91 | 12·18 | 1·83 | 2·11 | —5·14 | 0·41 |
| 2 | (a) to (e) | Bombay, Baroda and Central India | | 9·75 | 8·88 | 1·42 | 1·54 | —12·62 | —4·63 |
| 3 | (a) | Eastern Bengal | | 31·23 | 26·77 | 1·27 | 1·64 | —10·52 | 0·32 |
| 4 | (a) to (d) | East Indian | | 10·56 | 11·90 | 2·37 | 2·13 | 0·13 | 4·24 |
| 5 | (a) to (f) | Great Indian Peninsula | | 12·38 | 13·28 | 0·90 | 0·86 | —16·20 | —11·95 |
| 6 | (a) and (b) | Madras and Southern Mahratta | | 16·47 | 14·29 | 1·72 | 1·85 | —9·77 | 0·88 |
| 7 | (a) and (b) | Nizam's Guaranteed State | | 10·52 | 10 99 | 1·23 | 1·25 | —12·60 | —8·82 |
| 8 | (a) to (k) | North Western | | 9·87 | 10·29 | 1·46 | 1·06 | —14·35 | —13·93 |
| 9 | (a) to (c) | Oudh and Rohilkhand | | 17·86 | 15·96 | 1·90 | 1 69 | —10·07 | —4·76 |
| 10 | (a) | South Indian | | 12·06 | 17·62 | 1·17 | 0·91 | —7·22 | —3·87 |
| | | 3' 3½" GAUGE. | | | | | | | |
| 11 | ..... | Assam-Bengal | | 20·52 | 14·98 | 1·44 | 2·24 | —10·46 | —3·32 |
| 12 | (a) and (b) | Bengal and North-Western | | 3·55 | 3·50 | 2·04 | 2 10 | —6 35 | —5·15 |
| 14 | (a) and (b) | Bhavnagar | | 14·95 | 9·97 | 1·52 | 1·53 | —15·36 | —11·73 |
| 2 | (f) to (l) | Bombay, Baroda and Central India | | 12·17 | 9·89 | 1·55 | 1·59 | —9·51 | —2·62 |
| 15 | (a) to (c) | Burma | | 17·36 | 17·09 | 2·17 | 2·71 | —1·28 | 4·95 |
| 3 | (b) to (d) | Eastern Bengal | | 29·71 | 19·80 | 1·46 | 1·75 | —9·52 | —9·66 |
| 17 | (a) to (c) | Gondal-Porbandar | | 12·93 | 12·89 | 1·85 | 2·07 | —10·90 | —9·56 |
| 7 | (c) and (d) | Hingoli Branch and Hyderabad-Godavari Valley | | 17·23 | 11·46 | 0·65 | 0·97 | —17·35 | —10·50 |
| 18 | ..... | Jamnagar | | 10·01 | 9·53 | 2·19 | 1·97 | —14·49 | —13·92 |
| 19 | (a) to (e) | Jodhpur-Bikaner | | 10 24 | 9·92 | 1·84 | 1·73 | —7·33 | —4·22 |
| 20 | ..... | Junagad | | 10·54 | 7·90 | 2·51 | 2·77 | —16·95 | —11·36 |
| 6 | (c) to (l) | Madras and Southern Mahratta | | 19·04 | 20·55 | 1·40 | 1·24 | —8·71 | —5·83 |
| 10 | (c) | Nilgiri | | 151·70 | 246·83 | 1·03 | —0·89 | 12·14 | —21·12 |
| 24 | (a) and (b) | Rohilkund and Kumaon | | 13·22 | 13·94 | 2·16 | 1·55 | 2·53 | —4·01 |
| 10 | (f) | Shoranur-Cochin | | 19·08 | 23·73 | 1·42 | 1·36 | —9·46 | —5·93 |
| 10 | (b), (d), (e) and (g) to (i) | South Indian | | 26·69 | 28·96 | 2·13 | 1·48 | —9·43 | —5·55 |
| 25 | ..... | Udaipur-Chitorgarh | | 7·45 | 7·21 | 0·95 | 1·38 | —5·92 | 9·81 |
| | | 2' 6" GAUGE. | | | | | | | |
| 1 | (b), (c) and (e) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | 30·53 | 22·58 | 0·93 | 0·82 | —9·03 | —9·50 |
| 8 | (l) | Kalka-Simla | | 30·96 | 44·90 | 3·04 | 1·83 | 40·88 | 20·30 |
| 8 | (m) and (n) | Kohat-Thal and Nowshera-Durgai | | 40·03 | 35·92 | 0·49 | 0·42 | —11·87 | —11·37 |
| 10 | (j) | Morappur-Dharmapuri | | 31·78 | 251·36 | 0·34 | 0·07 | —11·94 | —9·63 |
| 1 | (g) | Purulia-Ranchi | | 26·25 | 23·42 | 1·11 | 1·65 | 1·49 | 0·83 |
| 1 | (h) | Raipur-Dhamtari | | 11·77 | 11·61 | 2·65 | 3·41 | —5·15 | —5·93 |
| 10 | (k) | Tirupattur-Krishnagiri | | 62·13 | 156·13 | 0·47 | —0 32 | —14·23 | —32·18 |
| 8 | (o) | Trans Indus (Kalabagh-Bannu) | | 12·03 | 7·03 | 0·95 | 0·61 | —9·11 | 1·19 |
| | | 2' 0" GAUGE. | | | | | | | |
| 19 | (f) | Pipar Road-Bhavi Light | | 31·00 | 17·23 | 0·31 | 0·95 | —19·81 | —14·51 |

**DIX 12—*continued.***

***during each half of the financial year 1913-14.***

**prepare these statistics.]**

| 83 | 84 | 85 | 86 | 87 | 88 | 89 | Number. |
|---|---|---|---|---|---|---|---|
| TRAFFIC—*concld.* | | | | | | GOODS TRAFFIC. | |
| WORKING AND PROFITS. | | | | | | GROSS RECEIPTS AND TRAIN MILEAGE. | |
| on working a coaching vehicle one mile. | | | | Average profit on working a coaching unit one mile. | | Receipts from goods traffic (in thousands). | Main head. |
| 2nd class. Pies. | 3rd or intermediate class. Pies. | 4th or lowest class. Pies. | Other vehicles. Pies. | Per passenger unit. Pies. | Other traffic per ton. Pies. | Rs. | |
| 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | |
| —1·34 / 2·08 | —0·44 / —1·50 | 34·23 / 41·33 | 37·18 / 40·52 | 1·52 / 1·61 | 26·38 / 26·64 | 1,16,86 / 1,34,05 | 1 |
| —9·29 / —6·37 | ... / ... | 26·32 / 29·40 | 39·45 / 41·04 | 0·84 / 0·99 | 19·09 / 19·94 | 1,13,27 / 1,35,36 | 2 |
| —1·54 / 2·90 | 4·18 / 9·80 | 31·59 / 31·93 | 20·77 / 25·03 | 1·22 / 1·36 | 16·31 / 20·15 | 58,74 / 63,53 | 3 |
| —1·32 / 0·13 | 9·77 / 11·12 | 45·96 / 40·77 | 24·92 / 23·14 | 1·67 / 1·61 | 20·99 / 19·71 | 3,43,40 / 3,65·08 | 4 |
| —9·69 / —9·20 | 22·37 / 18·52 | 21·67 / 20·45 | 39·27 / 40·36 | 0·76 / 0·69 | 21·98 / 23·17 | 2,71,69 / 3,03,33 | 5 |
| —2·93 / —0·52 | —2·93 / 9·39 | 34·45 / 34·60 | 35·87 / 41·93 | 1·14 / 1·27 | 19·87 / 22·26 | 63,98 / 64,33 | |
| —3·98 / —5·26 | ... / ... | 33·03 / 31·74 | 49·48 / 56·21 | 1·18 / 1·10 | 24·16 / 24·75 | 23,13 / 27,15 | 7 |
| —8·89 / —9·97 | 2·54 / —0·50 | 32·31 / 24·55 | 38·92 / 37·75 | 1·12 / 0·62 | 22·15 / 23·23 | 3,20,59 / 2,82,45 | 8 |
| —2·57 / —1·54 | 4·48 / 11·94 | 45·19 / 32·86 | 16·48 / 19·42 | 1·49 / 1·39 | 22·86 / 24·86 | 46,07 / 53,28 | 9 |
| —0·04 / —1·29 | ... / ... | 25·67 / 19·89 | 45·44 / 29·31 | 0·81 / 0·64 | 23·41 / 17·49 | 18,33 / 21,01 | 10 |
| —12·08 / —8·32 | —4·01 / —0·89 | 20·10 / 26·91 | 24·12 / 28·28 | 1·13 / 1·46 | 22·28 / 27·84 | 15,54 / 18,32 | 11 |
| —4·35 / —3·06 | —1·06 / —0·47 | 19·23 / 19·27 | 101·12 / 93·57 | 1·31 / 1·35 | 32·52 / 36·07 | 44,77 / 50,73 | 12 |
| —5·51 / —3·31 | ... / ... | 26·22 / 28·29 | 86·27 / 85·32 | 1·59 / 1·75 | 35·41 / 40·62 | 2,95 / 3,27 | 14 |
| —8·49 / —0·85 | ... / ... | 19·47 / 19·38 | 27·75 / 25·38 | 0·97 / 1·07 | 17·06 / 16·02 | 71,29 / 1,00,49 | 2 |
| 3·86 / 5·06 | ... / ... | 23·88 / 29·83 | 15·43 / 17·41 | 1·76 / 1·87 | 18·45 / 18·76 | 58,01 / 75,82 | 15 |
| 0·78 / 2·71 | 13·97 / 13·59 | 26·42 / 29·57 | 5·91 / 17·87 | 1·57 / 1·57 | 11·12 / 21·57 | 36,55 / 47,74 | 3 |
| —0·58 / 0·92 | ... / ... | 27·30 / 30·80 | 66·70 / 51·16 | 1·69 / 1·97 | 38·30 / 38·75 | 2,33 / 2,92 | 17 |
| —10·09 / —3·96 | ... / ... | 16·94 / 20·57 | 40·79 / 56·27 | 0·71 / 1·01 | 25·54 / 30·44 | 9,56 / 16,23 | 7 |
| 3·07 / 0·95 | ... / ... | 34·02 / 30·68 | 100·88 / 162·54 | 1·77 / 1·61 | 31·01 / 42·00 | 46 / 40 | 18 |
| 1·06 / 1·10 | 7·89 / 8·34 | 22·83 / 21·30 | 38·43 / 40·61 | 1·18 / 1·20 | 29·31 / 30·22 | 20,83 / 17,41 | 19 |
| —0·29 / 3·94 | ... / ... | 31·35 / 31·92 | 90·27 / 95·06 | 1·60 / 1·89 | 40·83 / 43·29 | 1,06 / 1,33 | 20 |
| —0·43 / 1·99 | 14·78 / 12·84 | 19·64 / 16·70 | 26·33 / 20·70 | 1·02 / 0·99 | 25·65 / 24·10 | 59,92 / 57,48 | 6 |
| ... / ... | ... / ... | 5·88 / —51·52 | 95·85 / 19·71 | 0·28 / —3·37 | 139·62 / 49·53 | 1,86 / 1,21 | 10 |
| 9·33 / 8·76 | 2·55 / —0·58 | 25·92 / 17·26 | 63·61 / 61·43 | 1·46 / 1·20 | 49·42 / 48·62 | 8,59 / 10,72 | 24 |
| 4·03 / 4·24 | ... / ... | 29·20 / 24·88 | 39·46 / 25·60 | 1·18 / 1·05 | 30·35 / 26·09 | 1,42 / 1,43 | 10 |
| 6·48 / 4·36 | ... / ... | 27·32 / 18·68 | 6·58 / 6·03 | 1·15 / 0·98 | 11·55 / 10·76 | 43,36 / 43,69 | 10 |
| —4·97 / 0·78 | —15·99 / —11·92 | 16·20 / 18·03 | 107·06 / 86·42 | 0·78 / 1·02 | 26·63 / 26·81 | 41 / 65 | 25 |
| —8·33 / —8·60 | —6·73 / —5·63 | 11·44 / 11·28 | 4·38 / 3·45 | 0·98 / 0·89 | 11·31 / 9·20 | 5,42 / 6,57 | 1 |
| 17·25 / —1·25 | ... / ... | 64·90 / 35·04 | 563·17 / 307·38 | 6·78 / 3·79 | 171·43 / 155·96 | 2,75 / 2,78 | 8 |
| —7·58 / —5·32 | —6·06 / —5·73 | 13·43 / 12·47 | —0·16 / —5·33 | 0·81 / 0·64 | 9·23 / 12·45 | 55 / 62 | 8 |
| —5·18 / ... | ... / ... | 7·21 / 3·06 | —4·94 / —10·08 | 0·51 / 0·24 | —22·44 / —192·81 | 15 / 17 | 10 |
| —3·30 / 2·86 | 0·93 / 0·48 | 16·44 / 21·31 | 5·51 / 6·29 | 1·67 / 1·66 | 15·63 / 19·00 | 74 / 1,15 | 1 |
| 3·24 / 2·97 | ... / ... | 37·43 / 43·38 | 35·17 / 35·44 | 2·31 / 2·37 | 31·70 / 31·86 | 40 / 49 | 1 |
| —10·57 / ... | ... / ... | 11·10 / —6·24 | —5·77 / —15·30 | 0·63 / —0·94 | —20·07 / —112·16 | 10 / 12 | 10 |
| —3·07 / —4·91 | 10·02 / —1·26 | 13·36 / 8·32 | 80·53 / 124·79 | 0·89 / 0·78 | 43·75 / 43·56 | 16 / 40 | 8 |
| —15·39 / —2·39 | ... / ... | 6·36 / 23·77 | ... / ... | 0·38 / 1·25 | —3·53 / 9·40 | 4 / 8 | 19 |

# APPEN

## *Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Serial number. | 90 | | 91 | | 92 | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | GOODS | | | | | |
| | | | | GROSS RECEIPTS AND TRAIN-MILEAGE—*concld.* | | | | UNITS AND | |
| Main head. | Sub-head. | | | Goods train-miles run (in thousands). | | Average goods receipts per train-mile. | | Tons of goods carried one mile (in thousands). | |
| | | | | No. | | Rs. | | Ton-miles. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5' 6" GAUGE. | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur | | 2,566 | 2,682 | 4·55 | 5·00 | 612,752 | 690,767 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India | | 1,346 | 1,453 | 8·42 | 9·32 | 357,796 | 420,541 |
| 3 | (*a*) | Eastern Bengal | | 880 | 929 | 6·11 | 6·84 | 164,050 | 191,434 |
| 4 | (*a*) to (*d*) | East Indian | | 6,979 | 7,147 | 4·92 | 5·11 | 2,143,994 | 2,135,427 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula | | 5,631 | 5,778 | 4 83 | 6·29 | 1,150,240 | 1,409,421 |
| 6 | (*a*) and (*b*) | Madras and Southern Mahratta | | 1,017 | 1,015 | 6·10 | 6·34 | 216,621 | 237,043 |
| 7 | (*a*) and (*b*) | Nizam's Guaranteed State | | 451 | 475 | 5·13 | 5·71 | 79,875 | 85,237 |
| 8 | (*a*) to (*k*) | North Western | | 5,241 | 4,775 | 6·12 | 5·92 | 1,420,215 | 1,239,944 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand | | 1,197 | 1,236 | 3·85 | 4·31 | 185,853 | 211,703 |
| 10 | (*a*) | South Indian | | 455 | 486 | 4·03 | 4·33 | 52,842 | 61,842 |
| | | 3' 3⅜" GAUGE. | | | | | | | |
| 11 | ..... | Assam-Bengal | | 540 | 603 | 2·88 | 3·04 | 57,343 | 66,995 |
| 12 | (*a*) and (*b*) | Bengal and North-Western | | 1,416 | 1,442 | 3·16 | 3·52 | 146,028 | 169,755 |
| 14 | (*a*) and (*b*) | Bhavnagar | | 78 | 87 | 3·80 | 3·76 | 6,681 | 8,123 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India | | 1,966 | 2,315 | 3·63 | 4·29 | 221,263 | 296,344 |
| 15 | (*a*) to (*c*) | Burma | | 1,568 | 1,878 | 3·70 | 4·13 | 166,877 | 217,348 |
| 3 | (*b*) to (*d*) | Eastern Bengal | | 1,141 | 1,187 | 3·20 | 4·02 | 106,159 | 138,105 |
| 17 | (*a*) to (*c*) | Gondal-Porbandar | | 81 | 99 | 3 12 | 2·93 | 5,635 | 6,148 |
| 7 | (*c*) and (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | | 305 | 366 | 3·13 | 4·43 | 24,216 | 34,953 |
| 18 | ..... | Jamnagar | | 12 | 11 | 3·74 | 3·69 | 761 | 636 |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner | | 750 | 531 | 2·78 | 3·28 | 66,760 | 64,596 |
| 20 | ..... | Junagad | | 30 | 42 | 2·70 | 3·16 | 2,612 | 2,848 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | | 1,923 | 1,970 | 3 12 | 2·92 | 164,134 | 179,871 |
| 10 | (*c*) | Nilgiri | | 21 | 18 | 6·41 | 6·76 | 444 | 408 |
| 24 | (*a*) and (*b*) | Rohilkund and Kumaon | | 268 | 314 | 3·21 | 3·41 | 28,957 | 30,659 |
| 10 | (*f*) | Shoranur-Cochin | | 49 | 51 | 2·92 | 2·79 | 4,010 | 4,262 |
| 10 | (*b*), (*d*), (*e*) and (*g*) to (*i*) | South Indian | | 1,418 | 1,408 | 3·06 | 3·11 | 115,435 | 120,317 |
| 25 | ..... | Udaipur-Chitorgarh | | 13 | 15 | 3·23 | 4·44 | 475 | 615 |
| | | 2' 6" GAUGE. | | | | | | | |
| 1 | (*b*), (*c*) and (*e*) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | 217 | 264 | 2·49 | 2·49 | 18,204 | 22,573 |
| 8 | (*l*) | Kalka-Simla | | 75 | 80 | 3·69 | 3·47 | 1,661 | 1,990 |
| 8 | (*m*) and (*n*) | Kohat-Thal and Nowshera-Durgai | | 37 | 39 | 1·47 | 1·58 | 1,148 | 1,252 |
| 10 | (*f*) | Morappur-Dharmapuri | | 18 | 17 | 0·84 | 0·96 | 289 | 312 |
| 1 | (*g*) | Purulia-Ranchi | | 33 | 33 | 2·24 | 2 53 | 2,332 | 2,526 |
| 1 | (*h*) | Raipur-Dhamtari | | 19 | 17 | 2·08 | 2·81 | 1,229 | 1,292 |
| 10 | (*k*) | Tirupattur-Krishnagiri | | 6 | 7 | 1·50 | 1·70 | 168 | 196 |
| 8 | (*o*) | Trans Indus (Kalabagh-Bannu) | | 13 | 33 | 1·23 | 1,22 | 617 | 1,106 |
| | | 2' 0" GAUGE. | | | | | | | |
| 19 | (*f*) | Pipar Road-Bhavi Light | | 1 | 4 | 2·74 | 0·82 | 41 | 46 |

**DIX 12—*continued.***

***during each half of the financial year 1913-14.***

**prepare these statistics.]**

| 93 | 94 | 95 | 96 | 97 | 98 | 99 | Number. |
|---|---|---|---|---|---|---|---|

**TRAFFIC—*contd.***

| UNIT MILEAGE. | | | | VEHICLES AND VEHICLE MILEAGE. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average sum received for carrying a ton one mile. Pies. | | Average number of tons in a train. Tons. | | Number of goods vehicles hauled one mile (in thousands). | | | | | | | | Average number of vehicles in a goods train. | | Main head. |
| | | | | Loaded. Vehicle miles. | | Empty. Vehicle miles. | | Brake-vans. Vehicle miles. | | Total. Vehicle miles. | | Freight Vehicles. No. | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 3·66 | 3·73 | 238·83 | 257·58 | 51,530 | 55,795 | 26,025 | 25,307 | 3,346 | 3,396 | 80,901 | 84,498 | 30·23 | 30·24 | 1 |
| 6·08 | 6·18 | 265·88 | 289·44 | 34,787 | 39,754 | 12,524 | 13,811 | 1,588 | 1,692 | 48,899 | 54,257 | 35·16 | 38·18 | 2 |
| 6·29 | 6·37 | 186·46 | 206·07 | 24,462 | 31,935 | 7,509 | 10,126 | 882 | 928 | 32,853 | 43,009 | 36·34 | 45·30 | 3 |
| 3·08 | 3·28 | 307·22 | 298·80 | 164,526 | 165,744 | 87,653 | 94,639 | 7,553 | 7,686 | 259,732 | 268,119 | 36·14 | 36·44 | 4 |
| 4·54 | 4·95 | 204·28 | 243·93 | 101,977 | 125,192 | 40,557 | 25,475 | 9,599 | 9,242 | 152,133 | 159,909 | 25·31 | 26·08 | 5 |
| 5·49 | 5·21 | 213·02 | 233·60 | 22,487 | 22,901 | 8,365 | 8,619 | 2,111 | 2,136 | 32,963 | 33,656 | 30·34 | 31·06 | 6 |
| 5·56 | 6·12 | 177·24 | 179·42 | 6,599 | 7,092 | 3,998 | 3,725 | 863 | 809 | 11,460 | 11,626 | 23·51 | 23·77 | 7 |
| 4·33 | 4·37 | 270·98 | 259·67 | 124,741 | 111,424 | 51,695 | 30,490 | 5,106 | 4,708 | 181,542 | 146,617 | 33·67 | 29·72 | 8 |
| 4·76 | 4·83 | 155·23 | 171·35 | 21,632 | 24,862 | 8,247 | 9,419 | 1,105 | 1,126 | 30,984 | 35,407 | 24·96 | 27·75 | 9 |
| 6·66 | 6·52 | 116·24 | 127·36 | 6,626 | 6,681 | 2,028 | 2,059 | 665 | 689 | 8,719 | 9,429 | 17·72 | 18·60 | 10 |
| 5·20 | 5·25 | 106·13 | 111·03 | 9,032 | 10,147 | 2,220 | 2,831 | 535 | 590 | 11,777 | 13,568 | 20·81 | 21·51 | 11 |
| 5·18 | 5·74 | 117·23 | 117·73 | 29,875 | 30,584 | 10,645 | 10,666 | 2,555 | 2,380 | 43,075 | 43,630 | 28·61 | 28·61 | 12 |
| 8·48 | 7·72 | 86·05 | 93·43 | 1,391 | 1,602 | 598 | 619 | 43 | 59 | 2,027 | 2,280 | 25·55 | 25·55 | 14 |
| 6·19 | 6·51 | 112·52 | 126·37 | 40,380 | 51,586 | 14,346 | 17,230 | 1,751 | 2,188 | 56,477 | 70,954 | 27·83 | 29·33 | 2 |
| 6·67 | 6·70 | 106·43 | 118·27 | 30,003 | 36,856 | 11,014 | 13,689 | 2,493 | 2,717 | 43,510 | 53,262 | 26·16 | 27·50 | 15 |
| 6·61 | 6·64 | 93·05 | 116·37 | 27,805 | 30,151 | 6,495 | 7,337 | 1,160 | 1,042 | 35,460 | 38,530 | 30·06 | 31·58 | 3 |
| 8·63 | 9·12 | 69·51 | 61·80 | 1,217 | 1,416 | 541 | 615 | 23 | 19 | 1,781 | 2,050 | 21·68 | 20·41 | 17 |
| 7·58 | 8·91 | 79·23 | 95·37 | 4,351 | 5,608 | 1,517 | 1,553 | 573 | 700 | 6,441 | 7,847 | 19·22 | 19·50 | 7 |
| 11·69 | 13·06 | 61·90 | 58·72 | 159 | 144 | 85 | 55 | ... | ... | 244 | 199 | 19·83 | 18·36 | 18 |
| 5·99 | 5·17 | 89·03 | 121·58 | 13,908 | 9,210 | 8,449 | 4,529 | 1,240 | 1,259 | 23,597 | 14,998 | 29·67 | 25·86 | 19 |
| 7·82 | 8·97 | 66·27 | 67·70 | 458 | 588 | 239 | 241 | 22 | 12 | 719 | 841 | 17·67 | 19·69 | 20 |
| 7·01 | 6·14 | 85·36 | 91·28 | 32,090 | 33,727 | 9,267 | 10,401 | 2,919 | 3,011 | 44,276 | 47,139 | 21·50 | 22·39 | 6 |
| 58·92 | 57·49 | 20·89 | 22·58 | 95 | 83 | 30 | 18 | ... | ... | 125 | 101 | 5·87 | 5·63 | 10 |
| 6·70 | 6·71 | 106·24 | 97·57 | 4,541 | 5,909 | 2,180 | 2,835 | 358 | 472 | 7,079 | 9,216 | 25·12 | 27·83 | 24 |
| 6·81 | 6·43 | 82·26 | 83·25 | 751 | 757 | 185 | 204 | 65 | 64 | 1,001 | 1,025 | 19·19 | 18·76 | 10 |
| 7·21 | 6·96 | 91·43 | 85·88 | 22,457 | 22,138 | 8,911 | 8,345 | 1,956 | 1,919 | 33,324 | 32,402 | 22·13 | 21·72 | 10 |
| 16·63 | 20·21 | 37·32 | 42·23 | 136 | 181 | 72 | 84 | ... | ... | 208 | 265 | 16·54 | 18·22 | 25 |
| 5·72 | 5·59 | 83·72 | 85·49 | 3,531 | 4,148 | 1,855 | 2,212 | 204 | 230 | 5,590 | 6,590 | 24·77 | 24·09 | 1 |
| 31·82 | 26·80 | 22·27 | 24·86 | 368 | 449 | 170 | 183 | 68 | 74 | 606 | 656 | 7·21 | 7·28 | 8 |
| 9·19 | 9·55 | 30·78 | 31·79 | 427 | 484 | 116 | 117 | 56 | 64 | 599 | 665 | 14·56 | 15·27 | 8 |
| 9·83 | 9·30 | 16·17 | 19·78 | 158 | 196 | 21 | 25 | 7 | 8 | 186 | 229 | 10·05 | 12·78 | 10 |
| 6·10 | 8·75 | 70·67 | 77·63 | 439 | 618 | 210 | 167 | 13 | 12 | 662 | 797 | 9·67 | 24·02 | 1 |
| 6·28 | 7·27 | 63·41 | 74·25 | 225 | 252 | 96 | 96 | 26 | 19 | 344 | 367 | 16·41 | 26·03 | 1 |
| 11·12 | 11·68 | 25·89 | 28·00 | 66 | 68 | 10 | 14 | 4 | 5 | 80 | 87 | 11·68 | 11·76 | 10 |
| 7·58 | 6·97 | 31·18 | 33·73 | 110 | 296 | 21 | 58 | 10 | 17 | 141 | 371 | 9·79 | 10·60 | 8 |
| 16·42 | 13·83 | 33·06 | 11·32 | 10 | 20 | 4 | 8 | 8 | 9 | 22 | 37 | 11·45 | 6·03 | 19 |

# . APPEN

## *Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Serial number. | 100 | | 101 | | 102 | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | GOODS | | | | | |
| | | | | VEHICLES AND | | | | | |
| Main head. | Sub-head. | | | Average number of vehicles in a goods train—*concld.* | | | | Average earnings per goods vehicle per mile (excluding brakes). | |
| | | | | Brake-vans. No. | | Total. No. | | Pies. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5' 6" GAUGE. | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur | | 1·30 | 1·27 | 31·53 | 31·51 | 28·93 | 31·74 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India | | 1·18 | 1·16 | 36·34 | 37·34 | 45·97 | 49·44 |
| 3 | (*a*) | Eastern Bengal | | 1·00 | 1·00 | 37·34 | 46·30 | 32 28 | 28·99 |
| 4 | (*a*) to (*d*) | East Indian | | 1·08 | 1·08 | 37·22 | 37·52 | 26·15 | 26·92 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula | | 1·71 | 1·60 | 27 02 | 27·68 | 36·60 | 46·30 |
| 6 | (*a*) and (*b*) | Madras and Southern Mahratta | | 2·08 | 2·11 | 32·42 | 33·17 | 38·57 | 39·19 |
| 7 | (*a*) and (*b*) | Nizam's Guaranteed State | | 1·92 | 1·70 | 25·48 | 24·47 | 41·91 | 48·18 |
| 8 | (*a*) to (*k*) | North Western | | 0·97 | 0·99 | 34·64 | 30·71 | 34·89 | 38·21 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand | | 0·92 | 0·91 | 25·88 | 28·66 | 29·61 | 29·84 |
| 10 | (*a*) | South Indian | | 1·46 | 1·42 | 19·18 | 19·42 | 43·69 | 46·15 |
| | | 3' 3¾" GAUGE. | | | | | | | |
| 11 | | Assam-Bengal | | 0·99 | 0·98 | 21·80 | 23·49 | 26·96 | 27·10 |
| 12 | (*a*) and (*j*) | Bengal and North-Western | | 1·80 | 1·65 | 30·41 | 30·26 | 21·22 | 23·61 |
| 14 | (*z*) and (*b*) | Bhavnagar | | 0·56 | 0·67 | 26·11 | 26·22 | 28·54 | 28·23 |
| 2 | (*f*) to (*i*) | Bombay, Baroda and Central India | | 0·89 | 0·93 | 28·72 | 30·26 | 25 01 | 28·06 |
| 15 | (*a*) to (*c*) | Burma | | 1·59 | 1·48 | 27·75 | 29·98 | 27·15 | 28·80 |
| 3 | (*b*) to (*d*) | Eastern Bengal | | 1·02 | 0·88 | 31·08 | 32·46 | 20·46 | 24·45 |
| 17 | (*a*) to (*c*) | Gondal-Porbandar | | 0·28 | 0·19 | 21·96 | 20·60 | 27·66 | 27·60 |
| 7 | (*c*) and (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | | 1·88 | 1·91 | 21·10 | 21·41 | 31·27 | 33·59 |
| 18 | | Jamnagar | | ... | ... | 19·83 | 18·36 | 36·21 | 38·59 |
| 19 | (*a*) to (*g*) | Jodhpur-Bikaner | | 1·65 | 2·37 | 31·32 | 28·23 | 17·97 | 24·33 |
| 20 | | Junagad | | 0·57 | 0·30 | 18·24 | 19·99 | 29 32 | 30·86 |
| 6 | (*a*) to (*b*) | Madras and Southern Mahratta | | 1·52 | 1·53 | 23·02 | 23·92 | 27·82 | 25·01 |
| 10 | (*c*) | Nilgiri | | 0·01 | 0·02 | 5·88 | 5·65 | 209·53 | 130·53 |
| 24 | (*a*) and (*b*) | Rohilkund and Kumaon | | 1·34 | 1·50 | 26·46 | 29·33 | 24·55 | 23·54 |
| 10 | (*f*) | Shoranur-Cochin | | 1·33 | 1·26 | 20·52 | 20·08 | 29·17 | 28·54 |
| 10 | (*b*), (*d*), (*e*) and (*g*) to (*i*) | South Indian | | 1·38 | 1·37 | 22·51 | 23·00 | 26·54 | 27·32 |
| 25 | | Udaipur-Chitorgarh | | ... | ... | 16·34 | 18·23 | 37·99 | 46·64 |
| | | 2'-6" GAUGE. | | | | | | | |
| 1 | (*b*), (*c*) and (*e*) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | 0·94 | 0·87 | 25·71 | 24·96 | 19·33 | 19·83 |
| 8 | (*j*) | Kalka-Simla | | 0·92 | 0·92 | 8·13 | 8·20 | 98 22 | 91·56 |
| 8 | (*m*) and (*n*) | Kohat-Thal and Nowshera-Dargai | | 1·50 | 1·61 | 16·06 | 16·88 | 19·43 | 19·67 |
| 10 | (*j*) | Morappur-Dharmapuri | | 0·40 | 0·47 | 10·45 | 13·25 | 15·98 | 14 39 |
| 1 | (*g*) | Purulia-Ranchi | | 0·39 | 0·39 | 20·06 | 24·41 | 21 90 | 28·16 |
| 1 | (*h*) | Raipur-Dhamtari | | 1·32 | 1·11 | 17·73 | 21·14 | 24 28 | 29·96 |
| 10 | (*l*) | Tirupattur-Krishnagiri | | 0·66 | 0·67 | 13·34 | 12 43 | 24·65 | 27·80 |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu) | | 0·71 | 0·52 | 10·50 | 11·32 | 24·13 | 21·77 |
| | | 2'-0" GAUGE. | | | | | | | |
| 19 | (*f*) | Pipar Road-Bhavi Light | | 6·05 | 2·21 | 17·50 | 9·14 | 45 99 | 22·50 |

## DIX 12—*continued.*

*during each half of the financial year 1913-14.*

prepare these statistics.]

| 103 | | 104 | | 105 | | 106 | | 107 | | 108 | | 109 | | Number. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TRAFFIC—*continued.* | | | | | | | | | | | | | | |
| VEHICLE MILEAGE—*concluded.* | | | | | | | | WEIGHT OF TRAIN AND TON-MILEAGE. | | | | | | |
| Carrying capacity hauled one mile (excluding brakes) (in thousands). Tons. | | Percentage of freight upon capacity hauled. Per cent. | | Average load of a goods vehicle (including both loaded and empty). Tons. | | Average load of a loaded goods vehicle. Tons. | | Gross ton-mileage of all goods trains (in thousands). Freight. Ton miles. | | Dead-weight. Ton miles. | | Total. Ton miles. | | Main head. |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 1,302,150 | 1,362,409 | 47·05 | 50·70 | 7·90 | 8·32 | 11·89 | 12·36 | 612,752 | 690,767 | 833,241 | 872,925 | 1,445,993 | 1,563,692 | 1 |
| 811,245 | 904,746 | 44·10 | 46·48 | 7·56 | 8·00 | 10·29 | 10·58 | 357,796 | 420,541 | 500,452 | 548,868 | 858,248 | 969,409 | 2 |
| 519,146 | 691,943 | 31·60 | 27·66 | 5·13 | 4·55 | 6·71 | 5·99 | 164,050 | 191,434 | 341,463 | 436,480 | 505,513 | 627,914 | 3 |
| 4,209,013 | 4,473,493 | 50·94 | 47·74 | 8·50 | 8·20 | 13·03 | 13·88 | 2,143,994 | 2,135,427 | 2,567,597 | 2,719,884 | 4,711,591 | 4,855,311 | 4 |
| 2,826,854 | 2,488,657 | 49·43 | 56·68 | 8·07 | 9·35 | 11·28 | 11·26 | 1,150,240 | 1,409,420 | 1,743,816 | 1,830,600 | 2,894,056 | 3,240,020 | 5 |
| 564,109 | 508,947 | 42·97 | 46·48 | 7·02 | 7·53 | 9·63 | 10·35 | 216,621 | 237,048 | 356,147 | 357,277 | 573,068 | 594,32 | 6 |
| 183,857 | 187,410 | 43·44 | 45·48 | 7·54 | 7·88 | 13·10 | 12·02 | 79,875 | 85,237 | 123,841 | 131,125 | 203,716 | 216,362 | 7 |
| 3,286,188 | 2,892,705 | 43·22 | 42·86 | 8·05 | 8·74 | 11·39 | 11·13 | 1,420,215 | 1,289,943 | 1,894,440 | 1,628,943 | 3,314,655 | 2,868,686 | 8 |
| 486,604 | 584,279 | 38·19 | 36·23 | 6·22 | 6·18 | 8·59 | 8·52 | 185,853 | 211,703 | 357,047 | 397,588 | 542,900 | 609,291 | 9 |
| 131,957 | 149,040 | 40·05 | 41·49 | 6·56 | 7·08 | 8·77 | 9 26 | 52,842 | 61,842 | 99,361 | 109,160 | 152,203 | 171,002 | 10 |
| 110,402 | 126,323 | 51·24 | 52·21 | 5·11 | 5·16 | 6·86 | 6·80 | 57,343 | 66,995 | 83,333 | 95,625 | 140,676 | 162,620 | 11 |
| 412,339 | 420,600 | 40·26 | 40·35 | 4·10 | 4·12 | 5·56 | 5·55 | 166,028 | 169,755 | 235,480 | 236,324 | 401,488 | 406,079 | 12 |
| 15,771 | 17,532 | 42·36 | 46·87 | 3·37 | 3 66 | 4·80 | 5·07 | 6,681 | 8,123 | 10,217 | 11,322 | 16,898 | 19,445 | 14 |
| 507,703 | 641,137 | 43·58 | 46·22 | 4·04 | 4·31 | 5·48 | 5·75 | 221,263 | 296,344 | 312,854 | 388,620 | 534,117 | 684,964 | 2 |
| 373,437 | 461,355 | 44·70 | 47·11 | 4·07 | 4·30 | 5·56 | 5·90 | 166,877 | 217,348 | 285,389 | 340,081 | 452,266 | 557,429 | 15 |
| 395,972 | 413,444 | 38·09 | 39·40 | 3·10 | 3·68 | 3·82 | 4·58 | 106,159 | 138,104 | 251,850 | 270,339 | 358,009 | 408,441 | 8 |
| 13,137 | 15,124 | 42·89 | 40·65 | 3·21 | 3·03 | 4·63 | 4·34 | 5,635 | 6,118 | 8,993 | 11,007 | 14,628 | 17,155 | 17 |
| 64,447 | 79,673 | 37·57 | 43·87 | 4·13 | 4·89 | 5·57 | 6·23 | 24,216 | 34,953 | 41,711 | 48,666 | 65,927 | 83,619 | 7 |
| 1,745 | 1,445 | 43·60 | 44·03 | 3·12 | 3·20 | 4·80 | 4·43 | 761 | 636 | 1,386 | 1,223 | 2,147 | 1,859 | 18 |
| 193,582 | 125,847 | 34·50 | 51·33 | 3·00 | 4·70 | 4·84 | 7 01 | 66,780 | 62,596 | 126,472 | 84,982 | 193,252 | 149,578 | 19 |
| 5,640 | 6,926 | 46·31 | 41·12 | 3·75 | 3·44 | 5·71 | 4·85 | 2,612 | 2,848 | 4,150 | 4,672 | 6,762 | 7,520 | 20 |
| 322,379 | 344,270 | 50·91 | 52·25 | 3·97 | 4·08 | 5·11 | 5·33 | 164,134 | 179,871 | 263,586 | 279,661 | 427,720 | 459,532 | 6 |
| 1,263 | 1,023 | 35·18 | 39·66 | 3·56 | 4·01 | 4·69 | 4·91 | 444 | 406 | 1,243 | 1,064 | 1,687 | 1,470 | 10 |
| 77,153 | 90,135 | 37·53 | 34·01 | 4·31 | 3·51 | 6·38 | 5·19 | 28,956 | 30,659 | 44,537 | 51,189 | 73,493 | 81,848 | 24 |
| 8,837 | 9,018 | 45·38 | 47·39 | 4·29 | 4·44 | 5·34 | 5·63 | 4,010 | 4,262 | 6,121 | 6,305 | 10,131 | 10,567 | 10 |
| 253,542 | 253,499 | 44·65 | 47·17 | 3·83 | 3·95 | 5·14 | 5·44 | 115,435 | 120,517 | 213,056 | 270,302 | 328,491 | 390,819 | 10 |
| 1,807 | 2,353 | 26·26 | 26·14 | 2·28 | 2·31 | 3·48 | 3·39 | 475 | 615 | 1,311 | 1,631 | 1,786 | 2,246 | 25 |
| 43,839 | 51,829 | 41·52 | 43·55 | 3·88 | 3·55 | 5·16 | 5·44 | 18,204 | 22,573 | 32,969 | 39,302 | 51,173 | 61,875 | 1 |
| 5,608 | 6,986 | 29·62 | 28·49 | 3·09 | 3·42 | 4·52 | 4·43 | 661 | 1,990 | 5,261 | 6,044 | 6,922 | 8,034 | 8 |
| 2,468 | 3,520 | 47·09 | 35·57 | 2·11 | 2·06 | 2·69 | 2·59 | 1,148 | 1,252 | 2,188 | 2,648 | 3,336 | 3,900 | 8 |
| 832 | 1,087 | 32·74 | 31·48 | 1·61 | 1·55 | 1·82 | 1·75 | 289 | 343 | 1,252 | 1,365 | 1,541 | 1,708 | 10 |
| 5,604 | 6,776 | 41·61 | 37·28 | 3·59 | 3·22 | 5·31 | 4·09 | 2,332 | 2,526 | 4,018 | 4,489 | 6,350 | 7,015 | 1 |
| 2,010 | 2,078 | 61·17 | 62·31 | 3·86 | 3 71 | 5·45 | 5·12 | 1,229 | 1,392 | 1,416 | 1,383 | 2,645 | 2,675 | 1 |
| 370 | 402 | 43·48 | 49·33 | 2·23 | 2·38 | 2·57 | 2·88 | 168 | 196 | 477 | 515 | 645 | 711 | 10 |
| 1,154 | 3,154 | 36·16 | 35·09 | 3·18 | 3·13 | 3·79 | 3·78 | 417 | 1,106 | 1,065 | 2,732 | 1,482 | 3,838 | 8 |
| 73 | 112 | 56·24 | 40·98 | 2·30 | 1·63 | 4·01 | 2·39 | 41 | 46 | 76 | 135 | 117 | 181 | 19 |

# APPEN

## *Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix I). | | Railway system. | Serial number. | 110 | | 111 | | 112 | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | GOODS | | | | | |
| | | | | WEIGHT OF TRAIN AND TON-MILEAGE—*concld.* | | | | | |
| | | | | Average weight of algoods train. | | | | | |
| Main head. | Sub-head. | | | Freight. Tons. | | Dead-weight. Tons. | | Total. Tons. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5′ 6″ GAUGE. | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur | | 238·83 | 257·58 | 324·76 | 325·51 | 563·59 | 583·09 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India | | 265·88 | 289·44 | 371·88 | 377·76 | 637·76 | 667·20 |
| 3 | (*a*) | Eastern Bengal | | 186·46 | 206·07 | 388·12 | 469·85 | 574·58 | 675·92 |
| 4 | (*a*) to (*d*) | East Indian | | 307·22 | 298·90 | 367·92 | 380 57 | 675·14 | 679·37 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula | | 204·28 | 243·92 | 309·69 | 316·82 | 513·97 | 560·74 |
| 6 | (*a*) and (*b*) | Madras and Southern Mahratta | | 213·02 | 233·60 | 350·53 | 352·08 | 563·55 | 585·68 |
| 7 | (*a*) and (*b*) | Nizam's Guaranteed State | | 177·24 | 179·42 | 274·80 | 276·01 | 452·04 | 455·43 |
| 8 | (*a*) to (*k*) | North Western | | 270·98 | 259·67 | 361·47 | 341·09 | 632·45 | 600·76 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand | | 155·24 | 171·34 | 298·23 | 321·80 | 453·46 | 493·14 |
| 10 | (*a*) | South Indian | | 116·24 | 127·36 | 218·57 | 224·82 | 334·81 | 352·18 |
| | | 3′ 3½″ GAUGE. | | | | | | | |
| 11 | ..... | Assam-Bengal | | 106·13 | 111·03 | 154·28 | 158·47 | 260·36 | 269·50 |
| 12 | (*a*) and (*b*) | Bengal and North-Western | | 117·23 | 117·74 | 166·23 | 163·90 | 283·46 | 281·64 |
| 14 | (*a*) and (*b*) | Bhavnagar | | 80·65 | 93·43 | 131·60 | 130·22 | 217·65 | 223·65 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India | | 112·52 | 126·37 | 159·10 | 165·73 | 271·62 | 292·10 |
| 15 | (*a*) to (*c*) | Burma | | 106·43 | 118·27 | 182·02 | 185·05 | 288·45 | 303·32 |
| 3 | (*b*) to (*d*) | Eastern Bengal | | 93·05 | 116·37 | 220·74 | 227·79 | 313·79 | 344·16 |
| 17 | (*a*) to (*c*) | Gondal-Porbandar | | 69·51 | 61·80 | 110·93 | 110·63 | 180·44 | 172·43 |
| 7 | (*c*) and (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | | 79·38 | 95·37 | 136·65 | 132·78 | 215·98 | 228·15 |
| 18 | ..... | Jamnagar | | 61·90 | 58·73 | 112·69 | 112·85 | 174·59 | 171·57 |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner | | 89·03 | 121·58 | 168·60 | 159·96 | 257·62 | 281·54 |
| 20 | ..... | Junagad | | 66·27 | 67·70 | 105·32 | 111·05 | 171·59 | 178·75 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | | 85·36 | 91·28 | 137·07 | 141·93 | 222·43 | 233·21 |
| 10 | (*c*) | Nilgiri | | 20·89 | 22·58 | 58·45 | 59·26 | 79·34 | 81·84 |
| 24 | (*a*) and (*b*) | Rohilkund and Kumaon | | 106·24 | 97·57 | 168·49 | 162·91 | 274·73 | 260·48 |
| 10 | (*f*) | Shoranur-Cochin | | 82·26 | 83·25 | 125·55 | 123·14 | 207·81 | 206·39 |
| 10 | (*b*), (*d*), (*e*) and (*g*) to (*i*) | South Indian | | 81·43 | 85·88 | 150·30 | 149·87 | 231·73 | 235·75 |
| 25 | ..... | Udaipur-Chitorgarh | | 37·38 | 42·23 | 103 07 | 111·97 | 140·45 | 154·20 |
| | | 2′ 6″ GAUGE. | | | | | | | |
| 1 | (*b*), (*c*) and (*e*) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions | | 83·72 | 85·49 | 151·62 | 148·85 | 235·34 | 234·34 |
| 8 | (*l*) | Kalka-Simla | | 22·27 | 24·86 | 70·51 | 75·51 | 92·78 | 100·37 |
| 6 | (*m*) and (*n*) | Kohat-Thal and Nowshera-Durgai | | 80·78 | 81·79 | 58·66 | 47·22 | 89·44 | 99·01 |
| 10 | (*j*) | Morappur-Dharmapuri | | 16·17 | 19·78 | 70·12 | 78·91 | 86·29 | 98·69 |
| 1 | (*g*) | Purulia-Ranchi | | 70·67 | 77·32 | 121·77 | 137·42 | 192·44 | 214·74 |
| 1 | (*k*) | Raipur-Dhamtari | | 63·41 | 74·25 | 78·01 | 79·55 | 136·42 | 153·80 |
| 10 | (*k*) | Tirupattur-Krishnagiri | | 25·89 | 28·00 | 78·29 | 73·58 | 99·18 | 101·58 |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu) | | 31·18 | 33·73 | 79·59 | 83·27 | 110·77 | 117·00 |
| | | 2′ 0″ GAUGE. | | | | | | | |
| 19 | (*f*) | Pipar Road-Bhavi Light | | 32·08 | 11·32 | 59·50 | 33·26 | 91·58 | 44·58 |

## DIX 12—*continued.*

***during each half of the financial year 1913-14.***

**prepare these statistics.]**

| 113 | 114 | 115 | 115 A | 116 | 117 | 118 | |
|---|---|---|---|---|---|---|---|
| TRAFFIC—*concluded.* | | | | | | | NUMBER. |
| COST OF WORKING AND PROFITS. | | | | | | | |

| Average cost of hauling a goods train one mile. Rs. | | Average cost of hauling a goods vehicle with its load one mile. Pies. | | Average cost of hauling a goods unit (*viz.*, one ton) one mile. Pies. | | Average cost of hauling a goods unit one mile including interest on capital expended on open line at the rate of 5 per cent per annum. Pies. | | Average profit on working a goods train one mile. Rs. | | Average profit on working a goods vehicle with its load one mile. Pies. | | Average profit on working a goods unit (*viz.*, one ton) one mile. Pies. | | Main head. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 2·26 | 2·42 | 14·38 | 15·34 | 1·62 | 1·80 | 3·57 | 3·41 | 2·19 | 2·58 | 14·55 | 16·40 | 1·84 | 1·93 | 1 |
| 4·03 | 3·74 | 22·00 | 19·85 | 2·91 | 2·48 | 4·85 | 4 25 | 4 39 | 5 58 | 28·97 | 29·59 | 3 17 | 3 70 | 2 |
| 3·41 | 4·01 | 18·01 | 17·06 | 3·51 | 3·74 | 6·26 | 6·35 | 2·70 | 2·83 | 14·27 | 11·99 | 2·78 | 3·63 | 3 |
| 2·00 | 2·16 | 10 67 | 11·41 | 1·25 | 1 39 | 2·38 | 2·53 | 2 92 | 2·95 | 15·48 | 15·51 | 1·83 | 1·89 | 4 |
| 2·91 | 3·41 | 22·06 | 25·14 | 2 73 | 2·69 | 4·41 | 4·14 | 1·94 | 2·88 | 14·54 | 21·16 | 1·81 | 2·36 | 5 |
| 3·57 | 3·25 | 23 59 | 20·11 | 3·22 | 2·67 | 5 59 | 4·85 | 2·53 | 3·09 | 15 98 | 19·08 | 2·27 | 2·54 | 6 |
| 2·48 | 2·75 | 20·22 | 23·15 | 2·68 | 3·94 | 4·95 | 5·10 | 2·65 | 2·96 | 21·69 | 25·08 | 2·88 | 3·18 | 7 |
| 3·16 | 3·68 | 18·00 | 23·76 | 2·24 | 2·72 | 4·14 | 4 82 | 2·96 | 2·24 | 16·89 | 14·45 | 2·09 | 1·65 | 8 |
| 2·19 | 2·31 | 16·68 | 16·00 | 2·71 | 2·59 | 5·50 | 5 12 | 1·66 | 2·00 | 12·73 | 13·84 | 2·05 | 2·24 | 9 |
| 2·11 | 2·52 | 22·89 | 26·91 | 3·49 | 3·80 | 6 58 | 6 62 | 1·92 | 1·81 | 20 80 | 19·24 | 3·17 | 2·72 | 10 |
| 2 40 | 2 23 | 22·17 | 19·90 | 4·35 | 3·86 | 8·84 | 7·61 | 0·48 | 0·81 | 4·37 | 7·20 | 0 85 | 1·39 | 11 |
| 1·38 | 1·26 | 9·23 | 8·42 | 2·25 | 2·05 | 4 81 | 4·54 | 1 78 | 2·26 | 11·99 | 15·19 | 2·93 | 3·69 | 12 |
| 2·02 | 1·30 | 15·18 | 13·51 | 4 51 | 3 69 | 8·26 | 6 95 | 1·78 | 1·96 | 13·36 | 14·72 | 3·97 | 4·03 | 14 |
| 2·11 | 1·92 | 14·54 | 12·60 | 3 60 | 2·92 | 5·71 | 4·70 | 1·52 | 2·37 | 10·47 | 15·46 | 2·59 | 3·59 | 2 |
| 2·17 | 2·51 | 15·93 | 17·52 | 3·02 | 4·08 | 7 28 | 6·89 | 1·53 | 1·62 | 11·22 | 11·28 | 2·75 | 2·62 | 15 |
| 2·10 | 2·27 | 13·39 | 13·81 | 4 33 | 3·75 | 7·69 | 6·38 | 1·10 | 1·75 | 7·07 | 10 64 | 2·28 | 2·89 | 3 |
| 1 69 | 1·40 | 14·96 | 13·18 | 4·67 | 4 35 | 8·15 | 7·88 | 1·43 | 1·53 | 12·68 | 14·42 | 3·96 | 4·77 | 17 |
| 1·78 | 1·57 | 17 90 | 15·44 | 4·31 | 3·16 | 7·55 | 5·65 | 1·35 | 2·38 | 13·47 | 28·15 | 3·27 | 5·75 | 7 |
| 1·82 | 1·94 | 17 60 | 20·26 | 5·64 | 6·34 | 10·89 | 11·94 | 1·92 | 1·75 | 18·61 | 18·33 | 5·96 | 5·72 | 18 |
| 1·68 | 1·76 | 10·55 | 13·07 | 3·52 | 2·78 | 5 14 | 4·35 | 1·15 | 1·52 | 7·42 | 11·26 | 2 47 | 2·39 | 19 |
| 2·05 | 1·60 | 22·28 | 15·57 | 5·94 | 4·53 | 11·12 | 9·43 | 0 65 | 1·56 | 7·04 | 15·29 | 1·88 | 4·44 | 20 |
| 1·86 | 1·82 | 16·58 | 15·61 | 4·18 | 3·83 | 7·23 | 6·66 | 1·26 | 1·10 | 11·24 | 9·40 | 2·83 | 2·31 | 6 |
| 3·88 | 4·64 | 126·84 | 158·05 | 35·66 | 39·42 | 68·91 | 75·43 | 2·58 | 2·13 | 82·69 | —27·52 | 23·26 | 18·07 | 10 |
| 1·70 | 1·70 | 12·99 | 11·76 | 3·02 | 3 35 | 6·20 | 6·58 | 1·51 | 1 71 | 11·56 | 11·78 | 2·68 | 3·36 | 24 |
| 1·97 | 1·86 | 19·67 | 19·07 | 4·59 | 4·30 | 8·87 | 8·25 | 0·95 | 0 93 | 9·50 | 9·47 | 2·22 | 2·13 | 10 |
| 1 93 | 1·99 | 16·73 | 17 62 | 4·55 | 4·46 | 6·90 | 6·78 | 1·13 | 1·12 | 9·81 | 9 90 | 2·66 | 2·50 | 10 |
| 1·31 | 1·30 | 15·41 | 13·73 | 6·74 | 5·92 | 29 18 | 25·35 | 1·92 | 3·14 | 22·58 | 33·11 | 9·69 | 14·29 | 25 |
| 1·94 | 2·10 | 15·07 | 16·75 | 4·46 | 4·72 | 9·44 | 9·45 | 0·55 | 0·39 | 4·26 | 3·08 | 1·26 | 0·87 | 1 |
| 2·91 | 3·40 | 77·60 | 89·70 | 25·12 | 28·25 | 53·28 | 55 00 | 0·78 | 0 07 | 20·69 | 1·86 | 6·70 | 0·35 | 8 |
| 1·44 | 1·52 | 18·94 | 22·89 | 8·96 | 10·99 | 19·45 | 21·73 | 0·03 | *—0·24* | 0·49 | *—3·02* | 0·23 | *—1·44* | 8 |
| 1·06 | 1·19 | 20·28 | 17 88 | 12·60 | 11·56 | 30 24 | 25·62 | *—0 22* | *—0·23* | *—4·30* | *—3·49* | *—2·67* | *—2·96* | 10 |
| 1·15 | 1·40 | 11·24 | 11·21 | 3·13 | 3·48 | 7 05 | 8·33 | 1·09 | 2·12 | 10·66 | 16·25 | 2·97 | 5·27 | 1 |
| 1·47 | 1 72 | 17·23 | 16·52 | 4·46 | 4·46 | 8·53 | 8·25 | 0·61 | 1·09 | 2·05 | 10 44 | 1·32 | 2·81 | 1 |
| 1·25 | 2·16 | 20·59 | 35·32 | 9 28 | 14·84 | 19·65 | 24 76 | 0·25 | *—0·46* | 4·06 | *—7·52* | 1·84 | *—3·16* | 10 |
| 1·31 | 1·32 | 25·77 | 23·41 | 8·09 | 7·49 | 31·75 | 17·62 | *—0·09* | *—0·10* | *—1·64* | *—1·64* | *—0·51* | *—0·52* | 8 |
| 4·66 | 1·54 | 78·03 | 42 59 | 27·87 | 26·06 | 41·19 | 43·20 | *—1·92* | *—0·72* | *—32·04* | *—20·00* | *—11·45* | *—12·25* | 19 |

# APPEN

## *Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Serial number. | 119 | | 120 | | 121 | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | DETAILED PERCENTAGES | | | | | |
| | | | | Percentage to total | | | | | |
| Main head. | Sub-head. | | | Coaching traffic. Per cent. | | Goods traffic. Per cent. | | Sundries including telegraph. Per cent. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5' 6" GAUGE. | | | | | | | |
| 1 | (a) | Bengal-Nagpur | 1 | 39·32 | 31·84 | 63·98 | 64·54 | 3·26 | 3·21 |
| 2 | (a) to (e) | Bombay, Baroda and Central India | 2 | 34·75 | 31·20 | 63·74 | 66·00 | 1·51 | 2·80 |
| 3 | (a) | Eastern Bengal | 3 | 40·40 | 39·98 | 55·94 | 57·17 | 3·66 | 2·85 |
| 4 | (a) to (d) | East Indian | 4 | 31·38 | 30·67 | 66·24 | 67·14 | 2·18 | 1·98 |
| 5 | (a) to (f) | Great Indian Peninsula | 5 | 32·17 | 27·50 | 66·65 | 71·48 | 1·18 | 1·02 |
| 6 | (a) and (b) | Madras and Southern Mahratta | 6 | 42·70 | 41·24 | 55·00 | 55·53 | 2·30 | 2·58 |
| 7 | (a) and (b) | Nizam's Guaranteed State | 7 | 24·48 | 22·34 | 70·69 | 71·13 | 4·83 | 6·33 |
| 8 | (a) to (k) | North Western | 8 | 33·33 | 35·92 | 64·91 | 59·82 | 1·76 | 4·26 |
| 9 | (a) to (c) | Oudh and Rohilkhand | 9 | 50·58 | 47·54 | 38·20 | 42·46 | 11·22 | 10·00 |
| 10 | (a) | South Indian | 10 | 48·24 | 40·74 | 48·30 | 50·50 | 3·46 | 8·76 |
| | | 3' 3¾" GAUGE. | | | | | | | |
| 11 | | Assam-Bengal | 11 | 44·41 | 46·27 | 49·51 | 46·94 | 6·08 | 6·79 |
| 12 | (a) and (b) | Bengal and North-Western | 12 | 51·02 | 48·07 | 40·99 | 43·20 | 2·21 | 3·24 |
| 14 | (a) and (b) | Bhavnagar | 14 | 55·77 | 53·97 | 40·03 | 41·40 | 4·20 | 4·63 |
| 2 | (f) to (l) | Bombay, Baroda and Central India | 2 | 48·55 | 38·52 | 48·44 | 59·69 | 3·01 | 1·79 |
| 15 | (a) to (c) | Burma | 15 | 45·19 | 42·85 | 52·70 | 55·39 | 1·75 | 1·41 |
| 3 | (b) to (d) | Eastern Bengal | 3 | 43·94 | 41·77 | 46·56 | 48·80 | 0·85 | 0·66 |
| 17 | (a) to (c) | Gondal-Porbandar | 17 | 59·08 | 57·15 | 38·00 | 39·59 | 2·92 | 2·96 |
| 7 | (c) and (d) | Hingoli Branch and Hyderabad-Godavari Valley | 7 | 45·04 | 35·06 | 51·44 | 62·59 | 3·52 | 2·35 |
| 18 | | Jamnagar | 18 | 66·79 | 70·11 | 31·21 | 27·68 | 2·00 | 2·21 |
| 19 | (a) to (e) | Jodhpur-Bikaner | 19 | 41·79 | 45·18 | 56·51 | 52·81 | 1·70 | 2·01 |
| 20 | | Junagad | 20 | 60·21 | 55·57 | 36·14 | 41·03 | 3·65 | 3·40 |
| 6 | (c) to (l) | Madras and Southern Mahratta | 6 | 39·67 | 29·83 | 59·04 | 58·88 | 1·29 | 1·29 |
| 10 | (c) | Nilgiri | 10 | 54·45 | 47·46 | 44·84 | 51·70 | 0·71 | 0·84 |
| 24 | (a) and (b) | Rohilkund and Kumaon | 24 | 50·29 | 41·03 | 41·12 | 52·42 | 8·39 | 6·56 |
| 10 | (f) | Shoranur-Cochin | 10 | 56·34 | 56·37 | 43·23 | 43·17 | 0·43 | 0·46 |
| 10 | (b), (d), (e) and (g) to (i) | South Indian | 10 | 60·03 | 54·25 | 38·11 | 43·16 | 1·86 | 2·53 |
| 25 | | Udaipur-Chitorgarh | 25 | 67·08 | 60·10 | 29·38 | 36·14 | 3·54 | 3·76 |
| | | 2' 6" GAUGE. | | | | | | | |
| 1 | (b), (c) and (e) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | 1 | 48·93 | 45·43 | 49·82 | 53·28 | 1·25 | 1·29 |
| 8 | (l) | Kalka-Simla | 8 | 61·58 | 59·17 | 37·37 | 40·47 | 1·05 | 1·36 |
| 8 | (m) and (n) | Kohat-Thal and Nowshera-Durgai | 8 | 70·52 | 68·63 | 27·97 | 30·24 | 1·51 | 1·08 |
| 10 | (f) | Morappur-Dharmapuri | 10 | 74·16 | 72·17 | 25·32 | 27·30 | 0·52 | 0·53 |
| 1 | (g) | Purulia-Ranchi | 1 | 60·40 | 59·95 | 36·00 | 38·29 | 3·60 | 1·76 |
| 1 | (h) | Raipur-Dhamtari | 1 | 54·15 | 54·59 | 45·66 | 45·11 | 0·19 | 0·30 |
| 10 | (f) | Tirupattur-Krishnagiri | 10 | 69·45 | 58·27 | 30·30 | 41·54 | 0·24 | 0·19 |
| 8 | (o) | Trans-Indus (Kalabagh-Bannu) | 8 | 59·01 | 56·77 | 22·77 | 27·55 | 0·52 | 0·41 |
| | | 2' 0" GAUGE. | | | | | | | |
| 19 | (f) | Pipar Road-Bhavi Light | 19 | 73·95 | 73·76 | 26·05 | 26·20 | ... | 0·04 |

**DIX 12—*continued.***

***during each half of the financial year 1913-14.***

**prepare these statistics.]**

| 122 | ... | 123 | 124 | 125 | 126 | 127 | |
|---|---|---|---|---|---|---|---|

OF EARNINGS AND EXPENDITURE.

NUMBER.

| earnings. | | | | Percentage of working expenses on total earnings. | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Steam-boat earnings. Per cent. | | Total. | | Maintenance. Per cent. | | Locomotive expenses. Per cent. | | Carriage and wagon expenses. Per cent. | | Traffic expenses. Per cent. | | General charges. Per cent. | | Main head. |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 0·44 | 0·41 | 100·00 | 100·00 | 8·84 | 11·43 | 15·92 | 14·45 | 6·01 | 4·61 | 8·29 | 7·70 | 4·75 | 4·40 | 1 |
| ... | ... | 100·00 | 100·00 | 12·57 | 10·10 | 20·94 | 18·43 | 4·52 | 3·65 | 7·96 | 6·41 | 3·84 | 3·40 | 2 |
| ... | ... | 100·00 | 100·00 | 11·52 | 19·29 | 18·04 | 11·60 | 4·67 | 4·89 | 14·63 | 13·73 | 4·62 | 4·34 | 3 |
| 0·20 | 0·21 | 100·00 | 100·00 | 8·00 | 8·30 | 11·82 | 11·93 | 2·82 | 4·52 | 8·40 | 8·69 | 3·80 | 3·29 | 4 |
| ... | ... | 100·00 | 100·00 | 18·10 | 16·33 | 26·03 | 22·27 | 4·72 | 4·60 | 9·46 | 7·92 | 3·98 | 3·24 | 5 |
| ... | ... | 100·00 | 100·00 | 12·05 | 11·06 | 23·43 | 21·55 | 6·48 | 4·58 | 7·31 | 6·30 | 4·53 | 4·55 | 6 |
| ... | ... | 100·00 | 100·00 | 21·06 | 21·11 | 14·10 | 12·65 | 3·62 | 4·58 | 6·38 | 5·45 | 4·93 | 4·31 | 7 |
| ... | ... | 100·00 | 100·00 | 9·28 | 15·05 | 21·23 | 22·79 | 4·95 | 5·72 | 10·06 | 10·47 | 3·60 | 4·90 | 8 |
| ... | ... | 100·00 | 100·00 | 10·63 | 13·67 | 14·66 | 15·36 | 7·05 | 3·78 | 9·29 | 10·36 | 4·04 | 4·25 | 9 |
| ... | ... | 100·00 | 100·00 | 9·04 | 10·25 | 27·14 | 29·38 | 8·54 | 13·73 | 7·15 | 6·39 | 4·59 | 4·39 | 10 |
| ... | ... | 100·00 | 100·00 | 21·90 | 17·88 | 18·87 | 16·26 | 5·78 | 3·83 | *15·85 | *14·68 | 9·42 | 7·68 | 11 |
| 5·78 | 4·89 | 100·00 | 100·00 | 11·47 | 8·17 | 11·55 | 11·05 | 3·28 | 3·03 | 6·58 | 6·10 | 4·20 | 3·99 | 12 |
| ... | ... | 100·00 | 100·00 | 10·13 | 7·26 | 16 72 | 17·59 | 2 66 | 3·00 | 9·80 | 9 68 | 6·98 | 6·33 | 14 |
| ... | ... | 100·00 | 100 00 | 10·29 | 8·18 | 23·48 | 18·21 | 5·61 | 5·29 | 9·38 | 8·36 | 4·80 | 4·51 | 2 |
| 0·36 | 0 35 | 100·00 | 100·00 | 12·46 | 16·31 | 17·65 | 16·91 | 5·96 | 5·82 | 8·70 | 7·14 | 6·11 | 4·94 | 15 |
| 8·65 | 8·77 | 100·00 | 100·00 | 10 90 | 13·39 | 15·68 | 12·01 | 4 71 | 3 39 | 10·94 | 10·66 | 4·44 | 4·08 | 3 |
| ... | ... | 100·00 | 100·00 | 8·44 | 6·61 | 22·77 | 15·98 | 2·59 | 3·28 | 7·71 | 8·57 | 5·89 | 7·46 | 17 |
| ... | ... | 100·00 | 100·00 | 19·12 | 11·25 | 17·53 | 13·04 | 3·92 | 2·30 | 10·60 | 7·82 | 10·60 | 7·61 | 7 |
| ... | ... | 100·00 | 100·00 | 7·65 | 11 85 | 17·19 | 14·68 | 2·34 | 2·67 | 7·60 | 8·20 | 7 72 | 8·33 | 18 |
| ... | ... | 100·00 | 100·00 | 14·52 | 12·19 | 17·31 | 17·33 | 2·38 | 2·88 | 6·81 | 7·47 | 3·62 | 4 06 | 19 |
| ... | ... | 100·00 | 100·00 | 16·10 | 8·56 | 20·68 | 14·57 | 5·60 | 1·54 | 8·34 | 8·51 | 7·76 | 8·80 | 20 |
| ... | ... | 100·00 | 100·00 | 12·53 | 13·72 | 22·70 | 24·20 | 6 13 | 5·84 | 8·31 | 7·98 | 5·75 | 5·39 | 6 |
| ... | ... | 100·00 | 100·00 | 2·98 | 15·99 | 49·41 | 57·81 | 3 56 | 3·94 | 8·29 | 9·66 | 4·89 | 5·02 | 10 |
| ... | ... | 100·00 | 100·00 | 11·97 | 11·76 | 11·10 | 14·34 | 3 78 | 3·86 | 7·52 | 8·49 | 5·67 | 6 42 | 24 |
| ... | ... | 100·00 | 100·00 | 17·88 | 11·65 | 20·38 | 25·07 | 3·87 | 4·28 | 6·62 | 8·14 | 4·98 | 5·48 | 10 |
| ... | 0·06 | 100·00 | 100·00 | 16 00 | 11·01 | 16·74 | 21·75 | 5·01 | 8·45 | 6·48 | 8·58 | 4·97 | 5·78 | 10 |
| ... | ... | 103·00 | 100·00 | 15·70 | 12·15 | 18·09 | 18·95 | 4·15 | 2·94 | 8·79 | 7·80 | 5·78 | 4·70 | 25 |
| ... | ... | 100·00 | 100·00 | 17·43 | 28·65 | 24 86 | 21·92 | 6·96 | 6·08 | 10·57 | 9·78 | 9·30 | 8·62 | 1 |
| ... | ... | 100·00 | 100·00 | 7·31 | 17·83 | 19·57 | 28·63 | 15·95 | 17·28 | 9·84 | 13·33 | 3·20 | 4·32 | 8 |
| ... | ... | 100·00 | 100 00 | 21·19 | 25·64 | 29·43 | 35·28 | 5·30 | 6·12 | 12·44 | 13·05 | 8·03 | 6·70 | 8 |
| ... | ... | 100·00 | 100·00 | 32·25 | 43·54 | 40·91 | 39 24 | 4·22 | 2·77 | 7·66 | 8·00 | 5·14 | 5·40 | 10 |
| ... | ... | 100·00 | 100·00 | 12·28 | 11·67 | 17·21 | 14·05 | 5·15 | 4·49 | 6·03 | 4·56 | 6·74 | 5·87 | 1 |
| ... | ... | 100·00 | 100·00 | 8·45 | 14·02 | 17·77 | 9·75 | 3·52 | 2·91 | 7·48 | 6·25 | 8·25 | 6·87 | 1 |
| ... | ... | 100·00 | 100·00 | 16·57 | 25·05 | 44·01 | 100 95 | 2·85 | 3·54 | 7·03 | 7·16 | 4·70 | 4·92 | 10 |
| 17·70 | 15·27 | 100·00 | 100 00 | ... | ... | 36·32 | 42·02 | 6·68 | 5 61 | 9·79 | 11·37 | 6·82 | 6·64 | 8 |
| ... | ... | 100·00 | 100·00 | 18·90 | 21·99 | 62·86 | 28·00 | 11·74 | 23·95 | 9·68 | 7·49 | 2·55 | 1·53 | 19 |

* Includes 4·26 per cent in the 1st half and 4·61 per cent in the 2nd half on account of Jetty expenses.

# APPEN

## *Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Serial number. | 128 | | 129 | | 130 | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Detailed Percentages of Earnings and Expenditure—*concld.* | | | | | |
| | | | | Percentage of working expenses on total earnings—*concld.* | | | | | |
| Main head. | Sub-head. | | | Miscellaneous expenses. Per cent. | | Steam-boat expenses. Per cent. | | Total working expenses. Per cent. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5′ 6″ Gauge. | | | | | | | |
| 1 | (a) | Bengal-Nagpur | | 3·61 | 2·63 | 1·19 | 1·09 | 48·61 | 46·51 |
| 2 | (a) to (e) | Bombay, Baroda and Central India | | 2·62 | 3·70 | ... | ... | 52·45 | 45·69 |
| 3 | (a) | Eastern Bengal | | 3·88 | 8·54 | ... | ... | 57·36 | 56·39 |
| 4 | (a) to (d) | East Indian | | 4·36 | 4·54 | 0·19 | 0·21 | 38·89 | 41·18 |
| 5 | (a) to (f) | Great Indian Peninsula | | 5·07 | 4·06 | ... | ... | 62·30 | 58·42 |
| 6 | (a) and (b) | Madras and Southern Mahratta | | 3·09 | 3·25 | ... | ... | 56·89 | 51·29 |
| | (a) and (b) | Nizam's Guaranteed State | | 1·34 | 2·43 | ... | ... | 51·48 | 50·53 |
| 8 | (a) to (k) | North Western | | 3·10 | 2·25 | 0·02 | ... | 52·24 | 61·18 |
| 9 | (a) to (c) | Oudh and Rohilkhand | | 2·26 | 2·50 | ... | ... | 47·98 | 49·92 |
| 10 | (a) | South Indian | | 2·27 | 1·59 | ... | ... | 58·78 | 65·73 |
| | | 3′ 3½″ Gauge. | | | | | | | |
| 11 | | Assam-Bengal | | 2·27 | 2·12 | ... | ... | 74·09 | 62·65 |
| 12 | (a) and (b) | Bengal and North-Western | | 1·61 | 1·10 | 2·63 | 2·43 | 41·32 | 35·87 |
| 14 | (a) and (b) | Bhavnagar | | 5·30 | 1·81 | ... | ... | 51·59 | 46·17 |
| 2 | (f) to (i) | Bombay, Baroda and Central India | | 2·43 | 1·96 | ... | ... | 54·99 | 46·51 |
| 15 | (a) to (c) | Burma | | 1·34 | 1·81 | 0·34 | 0·68 | 53·56 | 53·61 |
| 3 | (b) to (d) | Eastern Bengal | | 3·55 | 1·86 | 6·31 | 6·36 | 56·53 | 51·75 |
| 17 | (a) to (c) | Gondal-Porbandar | | 1·44 | 2·22 | ... | ... | 48·84 | 44·15 |
| 7 | (c) and (d) | Hingoli Branch and Hyderabad-Godavari Valley | | 1·28 | 1·42 | ... | ... | 63·05 | 43·44 |
| 18 | | Jamnagar | | 2·52 | 2·52 | ... | ... | 45·02 | 48·25 |
| 19 | (a) to (e) | Jodhpur-Bikaner | | 7·19 | 3·73 | ... | ... | 51·88 | 48·16 |
| 20 | | Junagad | | 0·82 | 2·96 | ... | ... | 59·30 | 45·24 |
| 6 | (c) to (b) | Madras and Southern Mahratta | | 1·47 | 2·11 | ... | ... | 56·89 | 59·24 |
| 10 | (c) | Nilgiri | | 2·06 | 2·95 | ... | ... | 71·21 | 95·37 |
| 24 | (a) and (b) | Rohilkund and Kumaon | | 0·96 | 1·22 | ... | ... | 41·02 | 46·09 |
| 10 | (f) | Shoranur-Cochin | | 3·25 | 3·25 | 0·03 | 0·26 | 57·16 | 58·13 |
| 10 | (b), (d), (e) and (g) to (i) | South Indian | | 3·01 | 3·33 | 0·04 | 0·37 | 52·34 | 59·27 |
| 25 | | Udaipur-Chitorgarh | | 2·12 | 1·62 | ... | ... | 54·68 | 48·16 |
| | | 2′ 6″ Gauge. | | | | | | | |
| 1 | (b), (c) and (e) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | 1·42 | 1·45 | | | | |
| 9 | (l) | Kalka-Simla | | 1·49 | 1·08 | ... | ... | 70·54 | 76·45 |
| 8 | (m) and (n) | Kohat-Thal and Nowshera-Durgai | | 1·19 | 1·01 | ... | ... | 57·36 | 57·47 |
| | | | | | | ... | ... | 77·00 | 87·80 |
| 10 | (j) | Morappur-Dharmapuri | | 1·76 | 4·13 | ... | ... | 91·94 | 103·08 |
| 1 | (g) | Purulia-Ranchi | | 0·22 | 0·46 | ... | ... | 47·63 | 40·63 |
| 1 | (h) | Raipur-Dhamtari | | 0·79 | 0·63 | ... | ... | 46·36 | 40·46 |
| 10 | (k) | Tirupattur-Krishnagiri | | 1·84 | 3·61 | ... | ... | 77·00 | 145·23 |
| 8 | (o) | Trans-Indus (Kalabagh-Bannu) | | 0·19 | 0·89 | 12·67 | 14·98 | 72·97 | 81·51 |
| | | 2′ 0″ Gauge. | | | | | | | |
| 18 | (f) | Pipar Road-Bhavi Light | | 0·21 | 0·28 | ... | ... | 105·94 | 88·24 |

**DIX 12**—*continued.*

*during each half of the financial year 1913-14.*

**prepare these statistics.]**

| 131*a* | | 132*a* | | 133*a* | | 134*a* | | 135*a* | | 135A*a* | | 136*a* | | 137*a* | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TABLE A.—MAINTENANCE OF WAY, WORKS AND STATIONS. | | | | | | | | | | | | | | | | NUMBER. |
| PER MILE OF LINE MAINTAINED. | | | | | | | | | | | | | | | | |
| General Superintendence (including office expenses). | | Maintenance and renewal of permanent-way. | | Repairs of bridges, etc. | | Conservancy of rivers. | | Repairs of stations and buildings. | | Electricity and repairs and renewals of electric plant. | | Other charges (net). | | Total Maintenance, etc. | | Main head. |
| Rs. | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | | Rs. | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 203·49 | 199·47 | 346·93 | 512·43 | 124·27 | 204·38 | ... | ... | 145·48 | 259·23 | ... | ... | 46 88 | 98·35 | 867·05 | 1,268·86 | 1 |
| 210·18 | 207·72 | 1,070·35 | 873·66 | 449·05 | 397·95 | ... | ... | 134·99 | 122·18 | 0·45 | 0·28 | 46·07 | 119·77 | 911·09 | 1,721·56 | 2 |
| 378·74 | 375·22 | 825·15 | 1,432·96 | 255·29 | 274·29 | 0·06 | 0·03 | 618·44 | 559·03 | ... | ... | 106·03 | 268 96 | 2,183·71 | 1,910·49 | 3 |
| 245·70 | 253·88 | 745·88 | 822·80 | 106·38 | 102·54 | ... | ... | 263 46 | 281 27 | ... | ... | 169·91 | 141·94 | 1,531·44 | 1,622·43 | 4 |
| 232·50 | 238 69 | 824·69 | 1,569 97 | 265·54 | 562·55 | ... | ... | 330·78 | 276·56 | ... | ... | 158·04 | 151 41 | 1,806·79 | 2,799·18 | 5 |
| 217·33 | 204·55 | 663 55 | 693·65 | 247·78 | 158 02 | ... | ... | 133 99 | 136·56 | ... | ... | 41·81 | 36·50 | 1,303·93 | 1,229·28 | 6 |
| 234·80 | 186 79 | 1 388·40 | 1,832·09 | 82·89 | 67·57 | ... | ... | 60·62 | 88·12 | ... | ... | 197·98 | 122·38 | 1,964·78 | 2,296·95 | 7 |
| 177·36 | 192·98 | 364·80 | 780·75 | 125·80 | 131·96 | 0·76 | 15·89 | 135·79 | 194 87 | ... | ... | 178·44 | 195·32 | 963·15 | 1,511·77 | 8 |
| 164·65 | 162·04 | 382·95 | 608·90 | 56·55 | 72·34 | 15·76 | 2·22 | 70·57 | 92·79 | ... | ... | 86 96 | 98 61 | 777·44 | 1036·90 | 9 |
| 110·64 | 153·07 | 670·25 | 521·19 | 30·42 | 79 85 | ... | ... | 67·79 | 143·43 | ... | ... | 24·61 | 58·89 | 903·81 | 956·34 | 10 |
| 135·26 | 155 47 | 423·42 | 444·54 | 117·62 | 91·48 | ... | ... | 87·57 | 121·51 | ... | ... | 70·36 | 42·50 | 854·23 | 859·50 | 11 |
| 101·09 | 99·10 | 263·26 | 230·88 | 41·34 | 40·86 | 3·45 | —2·62 | 48·03 | 47·79 | ... | ... | 133·79 | 34·23 | 590·96 | 450·74 | 12 |
| 44.83 | 45·88 | 256 27 | 180·69 | 10·95 | 14·27 | ... | ... | 17·71 | 41·30 | ... | ... | 25·90 | 13·68 | 385·66 | 295·62 | 14 |
| 106·99 | 102 96 | 417·56 | 341·79 | 31·73 | 47·70 | ... | ... | 90·75 | 89·74 | ... | ... | 38·37 | 41·13 | 685·40 | 623·32 | 2 |
| 182·10 | 175·34 | 467·52 | 714·42 | 72 92 | 136·09 | ... | ... | 99·67 | 296·55 | ... | ... | 64·47 | 114·56 | 886 68 | 1,439·18 | 15 |
| 112·63 | 149·75 | 240·09 | 426·87 | 158 62 | 202·46 | 1·59 | 2·22 | 158·03 | 218·84 | ... | ... | 70·62 | 129·99 | 741·38 | 1,130·02 | 3 |
| 51·02 | 50·59 | 198·64 | 167·00 | 7 55 | 9·62 | ... | 2·11 | 11·59 | 17·49 | ... | ... | 20 48 | 5·53 | 289·28 | 250·23 | 17 |
| 162·76 | 178·26 | 465·70 | 319·04 | 20·43 | 54·51 | ... | ... | 57·91 | 39·79 | ... | ... | 97 93 | 69·14 | 804·73 | 660·74 | 7 |
| 29·38 | 38·21 | 159·41 | 241·88 | 0·81 | 2·11 | ... | ... | 8·96 | 28·85 | ... | ... | 2·14 | 4 81 | 207·70 | 315·86 | 18 |
| 25·74 | 26·69 | 352 67 | 2 09·26 | 2·60 | 8·64 | ... | ... | 17·13 | 33·42 | ... | ... | 40·16 | 41·89 | 438·30 | 319 90 | 19 |
| 46·85 | 44 56 | 292·23 | 148·75 | 9·92 | 12·14 | ... | ... | 33·91 | 9·71 | ... | ... | 84·62 | 29·84 | 417·53 | 245·00 | 20 |
| 82·89 | 84·86 | 370·93 | 417·95 | 102·82 | 60·64 | ... | ... | 49·68 | 59·08 | ... | ... | 1·39 | 17·42 | 607·78 | 639·95 | 6 |
| 68·13 | 199·72 | 168·20 | 660·53 | 18·61 | 275·69 | ... | ... | 47·69 | 98 83 | ... | ... | 10·63 | 63·40 | 313·26 | 1,298·17 | 10 |
| 98·43 | 102·85 | 228·89 | 228 96 | 48·44 | 31·38 | 0·07 | 0·04 | 43 55 | 37·65 | ... | ... | 37·55 | 32·62 | 456·93 | 439·50 | 24 |
| ... | Included with the South Indian Railway, 3' 3½" gauge. | | | | | | | | | ... | ... | ... | ... | ... | ... | 10 |
| 201·21 | 182 65 | 1,103 36 | 362·95 | 45·74 | 212·30 | ... | ... | 144·49 | 132·09 | ... | ... | 60 79 | 87·89 | 1,555 59 | 977·88 | 10 |
| 39·30 | 41·92 | 221·02 | 226·40 | 15·63 | 2·49 | ... | ... | 36·83 | 39·24 | ... | ... | 13·19 | 13·65 | 326·37 | 323·70 | 25 |
| 105·24 | 106·41 | 158·71 | 259·65 | 22·78 | 112·65 | ... | ... | 26·57 | 56·71 | ... | ... | 20·89 | 35·33 | 334 19 | 570·75 | 1 |
| 270·47 | 279·45 | 245·17 | 842·74 | 72·39 | 160·25 | ... | ... | 159·62 | 260·29 | ... | ... | 151·22 | 235·36 | 898·87 | 1,778·09 | 8 |
| 148·27 | 153·81 | 188·15 | 297·80 | 6·70 | 9·10 | ... | ... | 18·27 | 31·83 | ... | ... | 46·33 | 25·03 | 408·22 | 517·57 | 8 |
| 54·78 | 70 71 | 181·87 | 256·81 | 2·54 | 5·79 | ... | ... | 11·70 | 12·18 | ... | ... | 8·33 | 14·78 | 259·22 | 360·27 | 10 |
| 69·56 | 119·27 | 175·29 | 165·25 | 12·37 | 4·49 | ... | ... | 14·08 | 10·83 | ... | ... | 76·21 | 7·58 | 247·31 | 307·42 | 1 |
| 19·04 | 20·62 | 66·93 | 152·26 | 15·40 | 31·35 | ... | ... | 2·49 | 48·09 | ... | ... | 26·87 | 14·61 | 120·73 | 266·95 | 1 |
| 61·74 | 79 59 | 107·60 | 138·19 | 2·92 | 10·60 | ... | ... | 29·12 | 31·99 | ... | ... | 8·86 | 26·08 | 210·24 | 283·45 | 10 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 8 |
| 8·80 | 4·60 | 72·08 | 63·37 | 1·14 | 1·55 | ... | ... | 1·74 | 11·16 | ... | ... | 17·19 | 29·70 | 100 95 | 110 38 | 19 |

# APPEN

## *Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Serial number. | 1915 | | 1925 | | 1935 | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | TABLE A.— | | | | | |
| | | | | PER MILE | | | | | |
| Main head. | Sub-head. | | | General Superintendence (including office expenses). Rs. | | Maintenance and renewal of permanent-way. Rs. | | Repairs of bridges, etc. Rs. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5′ 6″ GAUGE. | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur | | 159·64 | 155·69 | 271·54 | 399 98 | 97·25 | 159·53 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India | | 146·89 | 145·18 | 748·02 | 611·67 | 312·82 | 278·61 |
| 3 | (*a*) | Eastern Bengal | | 201·23 | 197·32 | 438·42 | 753·56 | 135·64 | 144·21 |
| 4 | (*a*) to (*d*) | East Indian | | 152·08 | 156·70 | 461·75 | 507·85 | 65·85 | 63·29 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula | | 158·40 | 162·41 | 562·03 | 1,068·21 | 186·92 | 382·76 |
| 6 | (*a*) and (*b*) | Madras and Southern Mahratta | | 174·05 | 163·77 | 530·98 | 555·40 | 196·43 | 176 52 |
| 7 | (*a*) and (*b*) | Nizam's Guaranteed State | | 208·01 | 165·38 | 1,229·45 | 1,622·02 | 73·41 | 59 82 |
| 8 | (*a*) to (*k*) | North Western | | 124·60 | 124 80 | 255·98 | 545·85 | 18·27 | 92·18 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand | | 135·85 | 133·61 | 315·98 | 502·08 | 45·66 | 59·65 |
| 10 | (*a*) | South Indian | | 95·45 | 132·06 | 578·31 | 449 66 | 26 25 | 68·89 |
| | | 3′ 3⅜″ GAUGE. | | | | | | | |
| 11 | ... | Assam-Bengal | | 131·84 | 132·73 | 359·55 | 379·47 | 99·87 | 81 51 |
| 12 | (*a*) and (*b*) | Bengal and North-Western | | 55·17 | 53·89 | 221·83 | 194·45 | 34·83 | 34 43 |
| 14 | (*a*) and (*b*) | Bhavnagar | | 39·03 | 39·94 | 249·21 | 157·30 | 9 53 | 12·42 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India | | 89·93 | 86·37 | 350·96 | 286·72 | 26·67 | 40·02 |
| 15 | (*a*) to (*c*) | Burma | | 140·25 | 135·18 | 360·08 | 550·58 | 56·16 | 104·83 |
| 3 | (*b*) to (*d*) | Eastern Bengal | | 92·40 | 121·77 | 196·97 | 247·09 | 130·13 | 164·64 |
| 17 | (*a*) to (*c*) | Gondal-Porbandar | | 45·80 | 45·41 | 178·34 | 149 89 | 6·78 | 8·63 |
| 7 | (*c*) and (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | | 144 79 | 157 74 | 414·27 | 282·30 | 18·18 | 48 24 |
| 18 | ... | Jamnagar | | 27·48 | 35 74 | 140·10 | 226 24 | 0·76 | 1 97 |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner | | 24·22 | 25·04 | 331·84 | 196·32 | 2·45 | 8·11 |
| 20 | ... | Junagad | | 42·67 | 40·58 | 266·11 | 185·46 | 9 04 | 11 05 |
| 8 | (*c*) to (*l*) | Madras and Southern Mahratta | | 74·49 | 76 15 | 332·95 | 375·06 | 92·29 | 54·42 |
| 10 | (*c*) | Nilgiri | | 59·63 | 174 79 | 147 20 | 578·09 | 16·29 | 241·28 |
| 24 | (*a*) and (*b*) | Rohilkund and Kumaon | | 86·50 | 89·92 | 201·13 | 200 23 | 42·56 | 27 44 |
| 10 | (*f*) | Shoranur-Cochin | | ... | ... | ... | ... | Included | with the |
| 10 | (*b*), (*d*), (*e*) and (*g*) to (*i*) | South Indian | | 173·00 | 157·00 | 943·69 | 311·98 | 39·33 | 182 48 |
| 25 | ... | Udaipur-Chitorgarh | | 36·66 | 39·10 | 206·17 | 211·18 | 14·58 | 2·33 |
| | | 2′ 6″ GAUGE. | | | | | | | |
| 1 | (*b*), (*c*) and (*e*) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | 95·32 | 96·53 | 143·75 | 235·56 | 20·63 | 102·20 |
| 8 | (*l*) | Kalka-Simla | | 235 68 | 243·39 | 218·64 | 737·99 | 63·08 | 139·57 |
| 8 | (*m*) and (*n*) | Kohat-Thal and Nowshera-Dargai | | 135·88 | 140·85 | 172·44 | 272 69 | 6·15 | 3·33 |
| 19 | (*f*) | Morappur-Dharmapuri | | 51·84 | 66·96 | 172·11 | 243·20 | 2·40 | 5·48 |
| 1 | (*g*) | Purulia-Ranchi | | 62·74 | 109·50 | 158·10 | 151·70 | 11·16 | 4·13 |
| 1 | (*h*) | Raipur-Dhamtari | | 17·94 | 19·42 | 63·05 | 143·47 | 14·51 | 29 53 |
| 10 | (*k*) | Tirupattur-Krishnagri | | 56·16 | 72·40 | 97 89 | 122 98 | 2·65 | 9·64 |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu) | | ... | ... | ... | ... | ... | ... |
| | | 2′ 0″ Gauge. | | | | | | | |
| 9 | (*f*) | Pipar Road-Bhavi Light | | 8·58 | 4·48 | 70·32 | 61·83 | 1·12 | 1·59 |

**DIX 12—*continued.***

***during each half of the financial year 1913-14.***

**prepare these statistics.]**

| 134*b* | 135*b* | 135A*b* | 136*b* | 137*b* | 131*c* | 132*c* | |
|---|---|---|---|---|---|---|---|
| MAINTENANCE OF WAY, WORKS AND STATIONS—*contd.* | | | | | | | NUMBER. |
| OF TRACK, INCLUDING SIDINGS. | | | | | PER TOTAL TRAIN-MILE. | | |

| Conservancy of rivers. | | Repairs of stations and buildings. | | Electricity and repairs and renewals of electric plant. | | Other charges (net). | | Total Maintenance, etc. | | General Superintendence (including office expenses). | | Maintenance and renewal of permanent-way. | | Main head. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rs. | | Rs. | | Rs. | | Rs. | | Rs. | | As. | | As. | | |
| 1st half. | 2nd half. | 1st half | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| ... | ... | 118·85 | 202·34 | ... | ... | 36·65 | 72·87 | 678·53 | 990·41 | 1·35 | 1·29 | 2·29 | 3·31 | 1 |
| ... | ... | 94·83 | 85·54 | 0·31 | 0·20 | 32·20 | 83·66 | 1,335·57 | 1,305·31 | 1·23 | 1·15 | 6·27 | 4·82 | 2 |
| 0·03 | 0·02 | 328·59 | 298·98 | ... | ... | 56·33 | 141·43 | 1,160·24 | 1,530·55 | 1·37 | 1·34 | 2·99 | 5·10 | 3 |
| ... | ... | 163·08 | 178·60 | ... | ... | 105·17 | 87·61 | 947·98 | 989·05 | 0·90 | 0·90 | 2·75 | 2·91 | 4 |
| ... | ... | 225·87 | 188·17 | ... | ... | 104·27 | 163·02 | 1,230·99 | 1,904·57 | 1·03 | 1·03 | 3·64 | 6·76 | 5 |
| ... | ... | 107·31 | 109·34 | ... | ... | 33·49 | 20·23 | 1,044·26 | 984·26 | 1·55 | 1·44 | 4·72 | 4·89 | 6 |
| ... | ... | 53·68 | 78·02 | ... | ... | 175·91 | 108·36 | 1,739·87 | 2,038·60 | 1·72 | 1·33 | 10·17 | 13·00 | 7 |
| 0·53 | 11·10 | 95·28 | 136·12 | ... | ... | 125·23 | 136·42 | 939·39 | 1,055·97 | 1·23 | 1·27 | 2·52 | 5·52 | 8 |
| 18·01 | 1·83 | 58·23 | 76·51 | ... | ... | 71·75 | 81·31 | 641·48 | 854·99 | 1·43 | 1·37 | 3·33 | 5·16 | 9 |
| ... | ... | 58·48 | 123·75 | ... | ... | 21·23 | 50·73 | 779·72 | 825·09 | 0·75 | 1·00 | 4·56 | 3·41 | 10 |
| ... | ... | 74·39 | 108·72 | ... | ... | 59·72 | 36·27 | 725·37 | 733·09 | 2·18 | 1·95 | 5·82 | 5·61 | 11 |
| 2·91 | —2·21 | 40·47 | 40·25 | ... | ... | 112·73 | 28·82 | 497·94 | 379·63 | 1·06 | 1·02 | 2·76 | 2·36 | 12 |
| ... | ... | 15·42 | 35·96 | ... | ... | 22·55 | 11·91 | 335·74 | 257·53 | 0·63 | 0·57 | 4·00 | 2·24 | 14 |
| ... | ... | 76·27 | 75·28 | ... | ... | 32·24 | 34·50 | 576·07 | 5:2·89 | 0·90 | 0·81 | 3·48 | 2·67 | 2 |
| ... | 1·72 | 76·77 | 238·56 | ... | ... | 49·64 | 38·29 | 682·90 | 1,109·16 | 1·59 | 1·40 | 4·06 | 5·71 | 15 |
| 1·14 | 1·71 | 129·65 | 177·94 | ... | ... | 57·94 | 105·69 | 606·23 | 918·84 | 0·83 | 1·08 | 1·78 | 3·09 | 3 |
| ... | ... | 10·41 | 15·70 | ... | ... | 18·39 | 4·97 | 259·72 | 224·60 | 0·80 | 0·71 | 3·09 | 2·32 | 17 |
| ... | ... | 51·51 | 35·21 | ... | ... | 87·11 | 61·17 | 715·86 | 584·66 | 1·58 | 1·58 | 4·52 | 2·83 | 7 |
| ... | ... | 8·38 | 26·98 | ... | ... | 8·55 | 4·50 | 194·27 | 295·43 | 0·66 | 0·85 | 3·60 | 5·38 | 18 |
| ... | ... | 16·11 | 31·35 | ... | ... | 37·76 | 39·30 | 412·40 | 300·12 | 0·40 | 0·51 | 5·58 | 4·06 | 19 |
| ... | ... | 30·88 | 8·84 | ... | ... | 31·52 | 27·18 | 380·22 | 223·11 | 1·10 | 0·98 | 6·88 | 3·28 | 20 |
| ... | ... | 44·57 | 58·02 | ... | ... | 1·25 | 15·64 | 545·55 | 574·29 | 0·84 | 0·83 | 3·76 | 4·10 | 6 |
| ... | ... | 41·73 | 86·49 | ... | ... | 9·31 | 55·49 | 274·16 | 1,136·14 | 0·59 | 1·90 | 1·45 | 6·28 | 10 |
| 0·06 | 0·03 | 38·27 | 32·91 | ... | ... | 32·99 | 33·77 | 401·51 | 384·30 | 1·49 | 1·50 | 3·45 | 3·30 | 24 |
| South | Indian | railway. | 3' 3½" | gauge. | ... | ... | ... | ... | ... | ... | ... | ... | ... | 10 |
| ... | ... | 124·23 | 118·54 | ... | ... | 52·27 | 78·55 | 1,337·52 | 840·55 | 1·14 | 1·05 | 6·26 | 2·08 | 19 |
| ... | ... | 24·36 | 26·60 | ... | ... | 12·66 | 12·71 | 304·43 | 301·92 | 0·85 | 0·85 | 4·59 | 4·60 | 25 |
| ... | ... | 24·06 | 51·44 | ... | ... | 16·93 | 32·06 | 302·69 | 517·79 | 2·23 | 2·15 | 3·36 | 5·25 | 1 |
| ... | ... | 139·09 | 226·71 | ... | ... | 131·77 | 204·99 | 783·26 | 1,548·65 | 1·63 | 1·78 | 1·48 | 5·37 | 8 |
| ... | ... | 16·75 | 29·14 | ... | ... | 42·91 | 22·92 | 374·13 | 473·93 | 1·94 | 2·06 | 2·46 | 4·00 | 8 |
| ... | ... | 11·08 | 11·53 | ... | ... | 7·89 | 14·00 | 245·32 | 341·17 | 1·47 | 1·76 | 4·98 | 6·40 | 10 |
| ... | ... | 12·70 | 9·94 | ... | ... | 68·74 | 6·95 | 318·44 | 233·22 | 0·90 | 2·27 | 2·27 | 3·16 | 1 |
| ... | ... | 2·35 | 45·30 | ... | ... | 25·31 | 13·77 | 138·16 | 251·49 | 0·53 | 0·61 | 1·96 | 4·51 | 1 |
| ... | ... | 26·39 | 29·10 | ... | ... | 8·06 | 28·73 | 191·25 | 257·65 | 1·32 | 1·71 | 2·30 | 2·90 | 10 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 8 |
| ... | ... | 1·70 | 10·90 | ... | ... | 16·77 | 28·98 | 98·49 | 107·69 | 0·39 | 0·19 | 3·14 | 2·73 | 19 |

# APPEN

*Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix I). | | Railway system. | Serial number. | 133c | | 134c | | 135c | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | TABLE A.—MAINTENANCE OF | | | | | |
| | | | | PER TOTAL | | | | | |
| Main head. | Sub-head. | | | Repairs of bridges, etc. | | Conservancy of rivers. | | Repairs of stations and buildings. | |
| | | | | As. | | As. | | As. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5′ 6″ GAUGE. | | | | | | | |
| 1 | (a) | Bengal-Nagpur | 1 | 0·32 | 1·32 | ... | ... | 0·96 | 1·68 |
| 2 | (a) to (e) | Bombay, Baroda and Central India | 2 | 2·63 | 2·20 | ... | ... | 0·79 | 0·67 |
| 3 | (a) | Eastern Bengal | 3 | 0·93 | 0·98 | ... | ... | 2·24 | 1·99 |
| 4 | (a) to (d) | East Indian | 4 | 0·39 | 0·36 | ... | ... | 0·97 | 0·99 |
| 5 | (a) to (f) | Great Indian Peninsula | 5 | 1·17 | 2·42 | ... | ... | 1·46 | 1·19 |
| 6 | (a) and (b) | Madras and Southern Mahratta | 6 | 1·77 | 1·11 | ... | ... | 0·95 | 0·96 |
| 7 | (a) and (b) | Nizam's Guaranteed State | 7 | 0·61 | 0·48 | ... | ... | 0·44 | 0·62 |
| 8 | (a) to (k) | North Western | 8 | 0·87 | 0·93 | 0·01 | 0 11 | 0·94 | 1·38 |
| 9 | (a) to (c) | Oudh and Rohilkhand | 9 | 0·49 | 0·61 | 0·14 | 0·02 | 0·61 | 0·79 |
| 10 | (a) | South Indian | 10 | 0·20 | 0·52 | ... | ... | 0·46 | 0·94 |
| | | 3′ 3⅜″ GAUGE. | | | | | | | |
| 11 | ... | Assam-Bengal | 11 | 1·62 | 1·20 | ... | ... | 1·20 | 1·53 |
| 12 | (a) and (b) | Bengal and North-Western | 12 | 0·43 | 0·42 | 0·04 | —0·3 | 0·50 | 0·49 |
| 14 | (a) and (b) | Bhavnagar | 14 | 0·15 | 0·18 | ... | ... | 0·24 | 0·51 |
| 2 | (f) to (l) | Bombay, Baroda and Central India | 2 | 0·27 | 0·38 | ... | ... | 0·76 | 0·70 |
| 15 | (a) to (c) | Burma | 15 | 0·63 | 1·09 | ... | 0·02 | 0·87 | 2·37 |
| 3 | (b) to (d) | Eastern Bengal | 3 | 1·19 | 1·47 | 0·01 | 0·02 | 1·17 | 1·58 |
| 17 | (a) to (c) | Gondal-Porbandar | 17 | 0·12 | 0·13 | ... | ... | 0·18 | 0·24 |
| 7 | (c) and (d) | Hingoli Branch and Hyderabad-Godavari Valley | 7 | 0·20 | 0·48 | ... | ... | 0·56 | 0·35 |
| 18 | ... | Jamnagar | 18 | 0·02 | 0·05 | ... | ... | 0·20 | 0·64 |
| 19 | (a) to (e) | Jodhpur-Bikaner | 19 | 0·04 | 0·17 | ... | ... | 0·27 | 0·65 |
| 20 | ... | Junagad | 20 | 0·23 | 0·26 | ... | ... | 0·80 | 0·22 |
| 6 | (c) to (l) | Madras and Southern Mahratta | 6 | 1·04 | 0·60 | ... | ... | 0·51 | 3·58 |
| 10 | (c) | Nilgiri | 10 | 0·16 | 2·62 | ... | ... | 0·41 | 0·94 |
| 24 | (a) and (b) | Rohilkund and Kumaon | 24 | 0·74 | 0·46 | ... | ... | 0·65 | 0·55 |
| 10 | (f) | Shoranur-Cochin | 10 | ... | ... | Included | | with the South | |
| 10 | (b), (d), (e) and (g) to (i) | South Indian | 10 | 0·26 | 1·22 | ... | ... | 0·82 | 0·76 |
| 25 | ... | Udaipur-Chitorgarh | 25 | 0 32 | 0·05 | ... | ... | 0·75 | 0·80 |
| | | 2′ 6″ GAUGE. | | | | | | | |
| 1 | (b), (c) and (e) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | 1 | 0·48 | 2·28 | ... | ... | 0·56 | 1·14 |
| 8 | (l) | Kalka-Simla | 8 | 0·43 | 1·02 | ... | ... | 0·96 | 1·66 |
| 3 | (m) and (n) | Kohat-Thal and Nowshera-Durgai | 3 | 0·09 | 0·12 | ... | ... | 0·24 | 0·43 |
| 10 | (f) | Morappur-Dharmapuri | 10 | 0 07 | 0 14 | ... | ... | 0·32 | 0·30 |
| 1 | (g) | Purulia-Ranchi | 1 | 0·16 | 0·09 | ... | ... | 0·18 | 0·21 |
| 1 | (h) | Raipur-Dhamtari | 1 | 0·43 | 0·93 | ... | ... | 0 07 | 1·42 |
| 10 | (k) | Tirupattur-Krishnagiri | 10 | 0·06 | 0·23 | ... | ... | 0·62 | 0·68 |
| 8 | (o) | Trans-Indus (Kalabagh-Bannu) | 8 | ... | ... | ... | ... | ... | ... |
| | | 2′ 0″ GAUGE. | | | | | | | |
| 19 | (f) | Pipar Road-Bhavi Light | 19 | 0·05 | 0·07 | ... | ... | 0·07 | 0·48 |

## DIX 12—*continued.*

*during each half of the financial year 1913-14.*

prepare these statistics.]

| 135 A *c.* | 136 *c.* | 137 *c.* | 131 *d.* | 132 *d.* | 133 *d.* | 134 *d.* | NUMBER. |
|---|---|---|---|---|---|---|---|
| WAY, WORKS AND STATIONS—*contd.* | | | | | | | |
| TRAIN-MILE.—*concld.* | | | PER 1,000 GROSS TON-MILES. | | | | |
| Electricity and repairs and renewals of electric plant. | Other charges (net). | Total Maintenance, etc. | General superintendence (including office expenses). | Maintenance and renewal of permanent-way. | Repairs of bridges, etc. | Conservancy of rivers. | Main head. |
| As. | As. | As. | Rs. | Rs. | Rs. | Rs. | |
| 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | |
| ... ... | 0·31 0·60 | 5·73 8 20 | 0·19 0·17 | 0 32 0·44 | 0·11 0·18 | ... ... | 1 |
| ... ... | 0·27 0 66 | 11·19 9·50 | 0 17 0·16 | 0 87 0·67 | 0·37 0·30 | ... ... | 2 |
| ... ... | 0·39 0·96 | 7·92 10·37 | 0·22 0·19 | 0·48 0·73 | 0·15 0·14 | ... ... | 3 |
| ... ... | 0·63 0·50 | 5·64 5·66 | 0·10 0·10 | 0·32 0 33 | 0·05 0·04 | ... ... | 4 |
| 2. ... | 0·67 0·65 | 7·97 12·05 | 0·16 0·15 | 0 55 0·97 | 0·18 0·35 | ... ... | 5 |
| ... ... | 0·30 0·26 | 9·29 8·66 | 0·24 0·21 | 0·71 0·71 | 0·27 0 16 | ... ... | 6 |
| ... ... | 1·45 0·87 | 14·39 16·30 | 0·30 0·22 | 1·74 2·19 | 0·10 0·08 | ... ... | 7 |
| ... ... | 1·23 1·38 | 6·80 10·69 | 0·16 0·20 | 0·34 0·80 | 0·12 0·13 | ... 0·02 | 8 |
| ... ... | 0·75 0·83 | 6·75 8·78 | 0·25 0·22 | 0·58 0·84 | 0·09 0·10 | 0·02 ... | 9 |
| ... ... | 0·17 0·39 | 6·14 6·26 | 0·16 0·21 | 0·99 0·70 | 0·04 0·11 | ... ... | 10 |
| ... ... | 0·97 0·54 | 11·74 10·83 | 0·54 0·48 | 1·48 1·36 | 0·41 0·30 | ... ... | 11 |
| ... ... | 1·40 0 35 | 6·19 4·61 | 0·26 0 25 | 0·68 0·58 | 0·10 0·11 | 0·01 —0·01 | 12 |
| ... ... | 0·36 0·17 | 5·88 3·67 | 0·23 0·21 | 1·47 0·84 | 0·06 0·07 | ... ... | 14 |
| ... ... | 0·31 0·31 | 5·72 4·87 | 0·24 0·20 | 0·92 0·66 | 0·06 0·09 | ... ... | 2 |
| ... ... | 0·57 0·92 | 7·72 11·51 | 0·38 0·32 | 0·97 1·30 | 0·15 0·25 | ... ... | 15 |
| ... ... | 0·52 0·94 | 5·50 8·18 | 0·22 0 26 | 0 48 0 75 | 0·32 0·35 | ... ... | 3 |
| ... ... | 0·32 0·08 | 4·51 3·48 | 0·30 0·26 | 1·16 0 87 | 0·04 0·05 | ... ... | 17 |
| ... ... | 0·95 0·61 | 7·81 5·85 | 0·54 0·51 | 1·53 0 91 | 0·07 0·15 | ... ... | 7 |
| ... ... | 0·20 0·11 | 4·68 7·03 | 0·26 0·35 | 1·42 2 23 | 0·01 0·02 | ... ... | 18 |
| ... ... | 0·63 0·82 | 6·87 6·21 | 0·10 0·13 | 1·47 1·06 | 0·02 0 05 | ... ... | 19 |
| ... ... | 0·82 0·66 | 9 83 5·40 | 0·29 0·33 | 2·42 1·11 | 0·08 0 09 | ... ... | 20 |
| ... ... | 0·02 0·17 | 6·17 6·28 | 0·25 0·24 | 1·14 1·20 | 0·33 0·13 | ... ... | 6 |
| ... ... | 0·09 0·60 | 2·70 12·34 | 0·45 1·47 | 1 11 4·88 | 0·12 2 04 | ... ... | 10 |
| ... ... | 0·56 0·55 | 6·89 6·39 | 0 40 0·40 | 0 93 0·89 | 0·20 0·12 | ... ... | 24 |
| Indian Railway | 3' 3 3" gauge | ... ... | ... ... | ... ... | ... ... | ... ... | 10 |
| ... ... | 0·34 0·59 | 8·82 5·61 | 0·33 0 31 | 1·82 0 61 | 0·08 0·35 | ... ... | 10 |
| ... ... | 0·28 0·27 | 6·79 6·57 | 0·33 0 32 | 1·89 1·74 | 0·14 0·02 | ... ... | 25 |
| ... ... | 0·44 0·71 | 7·07 11·53 | 0·65 0·64 | 0·98 1·55 | 0·14 0·67 | ... ... | 1 |
| ... ... | 0·92 1·50 | 5·42 11·33 | 1 23 1·25 | 1·11 3·76 | 0·33 0 71 | ... ... | 8 |
| ... ... | 0·61 0·33 | 5·34 6·94 | 1·63 1 62 | 2 06 3·13 | 0·07 0·10 | ... ... | 8 |
| ... ... | 0·22 0·37 | 6·96 8·97 | 0·92 1·01 | 3·04 3·65 | 0·04 0·08 | ... ... | 10 |
| ... ... | 0·98 0·14 | 4·49 5 85 | 0 31 0·73 | 0 77 1 01 | 0·05 0 03 | ... ... | 1 |
| ... ... | 0·74 0·43 | 3·63 7 90 | 0·29 0·30 | 1·01 2·23 | 0·23 0 46 | ... ... | 1 |
| ... ... | 0·19 0·56 | 4·49 6·08 | 0·30 1·03 | 1·40 1·76 | 0·04 0·14 | ... ... | 10 |
| ... ... | ... ... | ... ... | ... ... | ... ... | ... ... | ... ... | 8 |
| ... ... | 0·74 1·23 | 4·39 4·74 | 0·30 0·38 | 6·47 5·24 | 0·10 0·13 | ... ... | 19 |

# APPEN

*Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Serial number. | 135 *d.* | | 135A *d.* | | 136 *d.* | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | TABLE A.—MAINTENANCE OF WAY, WORKS | | | | | |
| | | | | PER 1,000 GROSS TON- | | | | | |
| Main head. | Sub-head. | | | Repairs of stations and buildings. Rs. | | Electricity and repairs and renewals of electric plant. Rs. | | Other charges (net). Rs. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5′ 6″ GAUGE. | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur | | 0·13 | 0·23 | ... | ... | 0·04 | 0·08 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India | | 0·11 | 0·09 | ... | ... | 0·03 | 0·09 |
| 3 | (*a*) | Eastern Bengal | | 0·36 | 0·28 | ... | ... | 0·06 | 0·13 |
| 4 | (*a*) to (*d*) | East Indian | | 0·11 | 0·12 | ... | ... | 0·07 | 0·06 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula | | 0·22 | 0·17 | ... | ... | 0·10 | 0·09 |
| 6 | (*a*) and (*b*) | Madras and Southern Mahratta | | 0·14 | 0·14 | ... | ... | 0·04 | 0·04 |
| 7 | (*a*) and (*b*) | Nizam's Guaranteed State | | 0·08 | 0·10 | ... | ... | 0·25 | 0·15 |
| 8 | (*a*) to (*k*) | North Western | | 0·13 | 0·20 | ... | ... | 0·17 | 0·19 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand | | 0·11 | 0·13 | ... | ... | 0·14 | 0·14 |
| 10 | (*a*) | South Indian | | 0·10 | 0·19 | ... | ... | 0·04 | 0·08 |
| | | 3′ 3¾″ GAUGE. | | | | | | | |
| 11 | | Assam-Bengal | | 0·31 | 0·37 | ... | ... | 0·25 | 0·12 |
| 12 | (*a*) and (*b*) | Bengal and North-Western | | 0·13 | 0·12 | .. | ... | 0·35 | 0·09 |
| 14 | (*a*) and (*b*) | Bhavnagar | | 0·09 | 0·19 | ... | ... | 0·13 | 0·07 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India | | 0·20 | 0·17 | ... | ... | 0·05 | 0·08 |
| 15 | (*a*) to (*c*) | Burma | | 0·20 | 0·54 | ... | ... | 0·14 | 0·21 |
| 3 | (*b*) to (*d*) | Eastern Bengal | | 0·31 | 0·39 | ... | ... | 0·14 | 0·23 |
| 17 | (*a*) to (*c*) | Gondal-Porbandar | | 0·07 | 0·09 | ... | ... | 0·12 | 0·03 |
| 7 | (*c*) and (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | | 0·19 | 0·11 | ... | ... | 0·32 | 0·20 |
| 18 | | Jamnagar | | 0·08 | 0·26 | ... | ... | 0·08 | 0·05 |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner | | 0·07 | 0·17 | ... | ... | 0·17 | 0·21 |
| 20 | | Junagad | | 0·28 | 0·07 | ... | ... | 0·29 | 0·23 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | | 0·15 | 0·17 | ... | ... | 0·01 | 0·05 |
| 10 | (*c*) | Nilgiri | | 0·32 | 0·73 | ... | ... | 0·07 | 0·47 |
| 24 | (*a*) and (*b*) | Rohilkund and Kumaon | | 0·17 | 0·14 | ... | ... | 0·15 | 0·15 |
| 10 | (*f*) | Shoranur-Cochin | | ... | ... | Included with the South Indian | | 0·10 | 0·15 |
| 10 | (*b*), (*d*), (*e*) and (*g*) to (*i*) | South Indian | | 0·24 | 0·22 | ... | ... | 0·10 | 0·10 |
| 25 | | Udaipur-Chitorgarh | | 0·32 | 0·30 | ... | ... | 0·10 | 0·10 |
| | | 2′ 6″ GAUGE. | | | | | | | |
| 1 | (*b*), (*c*) and (*e*) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | 0·16 | 0·34 | ... | ... | 0·13 | 0·21 |
| 8 | (*l*) | Kalka-Simla | | 0·72 | 1·16 | ... | ... | 0·69 | 1·05 |
| 8 | (*m*) and (*n*) | Kohat-Thal and Nowshera-Durgai | | 0·20 | 0·38 | ... | ... | 0·51 | 0·26 |
| 10 | (*f*) | Morappur-Dharmapuri | | 0·20 | 0·17 | ... | ... | 0·14 | 0·21 |
| 1 | (*g*) | Purulia-Ranchi | | 0·06 | 0·06 | ... | ... | 0·34 | 0·04 |
| 1 | (*h*) | Raipur-Dhamtari | | 0·04 | 0·71 | ... | ... | 0·41 | 0·21 |
| 10 | (*k*) | Tirupattur-Krishnagiri | | 0·38 | 0·42 | ... | ... | 0·11 | 0·33 |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu) | | ... | ... | ... | ... | ... | ... |
| | | 2′ 0″ GAUGE. | | | | | | | |
| 19 | (*f*) | Pipar Road-Bhavi Light | | 0·16 | 0·93 | ... | ... | 1·54 | 2·44 |

**DIX 12—*continued.***

*during each half of the financial year 1913-14.*

prepare these statistics ]

| 137 *d.* | | 138 *a.* | | 139 *a.* | | 139 A *a.* | | 140 *a.* | | 141 *a.* | | 142 *a.* | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AND STATIONS —*concld.* | | TABLE B.—LOCOMOTIVE EXPENSES. | | | | | | | | | | | | NUMBER. |
| MILES—*concld.* | | PER TOTAL TRAIN-MILE. | | | | | | | | | | | | |
| Total Maintenance, etc. | | General superintendence (including office expenses). | | Running expenses. | | All charges connected with working of Rail Motors. | | Fuel (average cost). | | Water. | | Oil, tallow and other stores. | | Main head. |
| Rs. | | Annas. | | Annas. | | Annas. | | Annas. | | Annas. | | Annas. | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 0·79 | 1·10 | 0·31 | 0·73 | 2·62 | 2·64 | ... | ... | 2·08 | 2·14 | 0·20 | 0·21 | 0·29 | 0·30 | 1 |
| 1·55 | 1·31 | 0·67 | 0 64 | 3·15 | 2·98 | ... | ... | 3·73 | 3·32 | 0·56 | 0·44 | 0·65 | 0·65 | 2 |
| 1·27 | 1·47 | 0·53 | 0·53 | 2·16 | 2·23 | ... | ... | 3·96 | 3 98 | 0·30 | 0·28 | 0·33 | 0·36 | 3 |
| 0·65 | 0·65 | 0·75 | 0·75 | 2·09 | 2·11 | 2·23 | 2·33 | 1·21 | 1·27 | 0·15 | 0·16 | 0·51 | 0·47 | 4 |
| 1·21 | 1·73 | 0 72 | 0·74 | 2·28 | 2·23 | 4 61 | 4·75 | 7·40 | 7·43 | 0·29 | 0·25 | 0·33 | 0·35 | 5 |
| 1·49 | 1·26 | 0·89 | 0 90 | 2·45 | 2·47 | 7·68 | 8·03 | 7·28 | 7·50 | 0·30 | 0·27 | 0·15 | 0·30 | 6 |
| 2·47 | 2·74 | 0·72 | 0·66 | 1·90 | 1 88 | ... | ... | 2·91 | 2·84 | 0·26 | 0·25 | 0 25 | 0·26 | 7 |
| 0·92 | 1·54 | 0 68 | 0·72 | 2·09 | 2·10 | ... | ... | 7·50 | 7·94 | 0·34 | 0·29 | 0·31 | 0·30 | 8 |
| 1·19 | 1·43 | 0·66 | 0 68 | 1·52 | 1·55 | ... | ... | 3·12 | 3·44 | 0·17 | 0·18 | 0 26 | 0 29 | 9 |
| 1·33 | 1·29 | 0·68 | 0·65 | 2·36 | 2·22 | 5·44 | 6·12 | 7·99 | 7 49 | 0·23 | 0·17 | 0·34 | 0·28 | 10 |
| 2·99 | 2 63 | 1·08 | 1·02 | 1·50 | 1·54 | ... | ... | 3·04 | 4 24 | 0·23 | 0·22 | 0·33 | 0·32 | 11 |
| 1·53 | 1·14 | 0·42 | 0·41 | 0·76 | 0·76 | ... | ... | 2·41 | 2·58 | 0·18 | 0·19 | 0·17 | 0·16 | 12 |
| 1·98 | 1·38 | 0·27 | 0·78 | 1·08 | 1·00 | ... | ... | 5·80 | 5·31 | 0 21 | 0·19 | 0·24 | 0·23 | 14 |
| 1·51 | 1·20 | 0·80 | 0·77 | 2·12 | 2·04 | ... | ... | 4·65 | 4·35 | 0·33 | 0·29 | 0·34 | 0·30 | 2 |
| 1·84 | 2·62 | 1·04 | 0·97 | 2·63 | 2·53 | 6·78 | 6·69 | 4·32 | 5·00 | 0·35 | 0·31 | 0·23 | 0·23 | 15 |
| 1·47 | 1·98 | 0·50 | 0·50 | 1 40 | 1·54 | ... | ... | 2·53 | 2 24 | 0·16 | 0·19 | 0·20 | 0·24 | 3 |
| 1·69 | 1·30 | 0·46 | 0 88 | 1·26 | 1 25 | ... | ... | 7·17 | 4·20 | 0·18 | 0·21 | 0·37 | 0 30 | 17 |
| 2·65 | 1·88 | 0·95 | 0·87 | 1·55 | 1,52 | ... | ... | 1·98 | 1·98 | 0·24 | 0·22 | 0·19 | 0·19 | 7 |
| 1·85 | 2·91 | 0·71 | 0·81 | 0·74 | 0·70 | ... | ... | 6·67 | 5·15 | 0·28 | 0·18 | 0·28 | 0 26 | 18 |
| 1·88 | 1·62 | 0·31 | 0·40 | 0·71 | 0·77 | ... | ... | 4·19 | 4·40 | 0·50 | 0·62 | 0·33 | 0·39 | 19 |
| 3·46 | 1·88 | 0·56 | 0·53 | 1·37 | 1·28 | ... | ... | 6·92 | 5·15 | 0·32 | 0·26 | 0·29 | 0·28 | 20 |
| 1·87 | 1·81 | 0·65 | 0 62 | 2·30 | 2 16 | ... | ... | 4 71 | 4·81 | 0·31 | 0·30 | 0·19 | 0·13 | 6 |
| 2 07 | 9·59 | 1·44 | 1·36 | 8·13 | 7·94 | ... | ... | 26·29 | 23·73 | 0·33 | 0·26 | 0·99 | 0·86 | 10 |
| 1·83 | 1·70 | 0·62 | 0·65 | 0·76 | 0·79 | ... | ... | 2·27 | 3 51 | 0·22 | 0·27 | 0·21 | 0 21 | 24 |
| Indian Railway, 3'3½" gauge. | | | | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 10 |
| 2·57 | 1·64 | 0·55 | 0·59 | 1·88 | 2·06 | ... | ... | 4 27 | 4·78 | 0·30 | 0·23 | 0·24 | 0·24 | 10 |
| 2·78 | 2 48 | 0·97 | 0 92 | 0·56 | 0·55 | ... | ... | 3·40 | 3·67 | 0·27 | 0·26 | 0·33 | 0·36 | 25 |
| 2·06 | 3·41 | 0·77 | 0·93 | 1·19 | 1 08 | ... | ... | 2·55 | 2·76 | 0·30 | 0·32 | 0·16 | 0 18 | 1 |
| 4·08 | 7·93 | 0 91 | 0·98 | 3·42 | 3·49 | ... | ... | 5·02 | 5·49 | 0·32 | 0·42 | 0·26 | 0·33 | 8 |
| 4·47 | 5·44 | 0·44 | 0 45 | 1·34 | 1·56 | ... | ... | 2·14 | 2·95 | 0·57 | 0·73 | 0 13 | 0·29 | 8 |
| 2·34 | 5 12 | 0·14 | 0·13 | 1·18 | 1·60 | ... | ... | 3·98 | 3·47 | 0·57 | 0 63 | 0 32 | 0·38 | 10 |
| 1·53 | 1·87 | 1·02 | 1·29 | 1·35 | 1·50 | ... | ... | 1·78 | 1·95 | 0·30 | 0·45 | 0·26 | 0 20 | 1 |
| 1·98 | 3·91 | 0·77 | 0·77 | 1·19 | 1·24 | ... | ... | 1·28 | 1·41 | 0·44 | 0·51 | 0·34 | 0 48 | 1 |
| 2·78 | 3·68 | 0·15 | 0·13 | 0·02 | 0·91 | ... | ... | 4·27 | 4·25 | 1·14 | 1 06 | 0 19 | 0·22 | 10 |
| ... | ... | 0·70 | 0·60 | 2·77 | 2·30 | ... | ... | 4·90 | 4·94 | 0·70 | 0·43 | 0·30 | 0·23 | 8 |
| 2·07 | 9·12 | 0·01 | ... | 0·45 | 0·50 | ... | ... | 4·82 | 2·95 | 0·41 | 0·42 | 0·31 | 0 25 | 19 |

# APPEN

*Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Serial number. | 143 *a*. | | 143A*a*. | | 143B*a*. | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | TABLE B.— | | | | | |
| | | | | PER TOTAL | | | | | |
| Main head. | Sub-head. | | | Maintenance and renewal of locomotives. Annas. | | Maintenance and renewal of motor cars. Annas. | | Maintenance and renewal of machinery, tools and plant. Annas. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5′ 6″ GAUGE. | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur | | 2·39 | 2·18 | ... | ... | 0·24 | 0·21 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India | | 2·63 | 2·69 | ... | ... | 0·26 | 0·26 |
| 3 | (*a*) | Eastern Bengal | | 4·62 | 0·93 | ... | ... | 0·16 | 0·27 |
| 4 | (*a*) to (*d*) | East Indian | | 2·06 | 2·30 | 3·64 | 1·50 | 0·25 | 0·27 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula | | 2·71 | 3·29 | 1·12 | 1·75 | 0·21 | 0·24 |
| 6 | (*a*) and (*b*) | Madras and Southern Mahratta | | 4·85 | 3·30 | 9·20 | 0·86 | 0·55 | 0·51 |
| 7 | (*a*) and (*b*) | Nizam's Guaranteed State | | 2·96 | 3·27 | ... | ... | 0·94 | 0·10 |
| 8 | (*a*) to (*k*) | North Western | | 2·23 | 2·36 | ... | ... | 0·35 | 0·32 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand | | 1·95 | 1·98 | ... | ... | 0·23 | 0·25 |
| 10 | (*a*) | South Indian | | 3·15 | 6·28 | 2·26 | 1·05 | 0·22 | 0·22 |
| | | 3′ 3½″ GAUGE. | | | | | | | |
| 11 | | Assam-Bengal | | 1·98 | 1·81 | ... | ... | 0·03 | 0·03 |
| 12 | (*a*) and (*b*) | Bengal and North-Western | | 1·18 | 1·15 | ... | ... | 0·03 | 0·11 |
| 14 | (*a*) and (*b*) | Bhavnagar | | 0·49 | 1·23 | ... | ... | 0·12 | 0·09 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India | | 3·16 | 2·20 | ... | ... | 0·39 | 0·35 |
| 15 | (*a*) to (*c*) | Burma | | 1·70 | 2·04 | 0·49 | 0·54 | 0·06 | 0·23 |
| 3 | (*b*) to (*d*) | Eastern Bengal | | 1·26 | 0·84 | ... | ... | 0·17 | 0·16 |
| 17 | (*a*) to (*c*) | Gondal-Porbandar | | 2·44 | 1·63 | ... | ... | 0·04 | 0·07 |
| 7 | (*c*) and (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | | 1·04 | 0·99 | ... | ... | 0·03 | 0·11 |
| 18 | | Jamnagar | | 1·75 | 1·45 | ... | ... | 0·04 | 0·12 |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner | | 1·25 | 1·39 | ... | ... | 0·11 | 0·14 |
| 20 | | Junagad | | 2·45 | 2·10 | ... | ... | 0·60 | −0·42 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | | 2·06 | 1·84 | ... | ... | 0·19 | 0·19 |
| 10 | (*c*) | Nilgiri | | 7·26 | 10·21 | ... | ... | 0·22 | 0·24 |
| 24 | (*a*) and (*b*) | Rohilkund and Kumaon | | 1·85 | 1·66 | ... | ... | 0·19 | 0·37 |
| 10 | (*f*) | Shoranur-Cochin | | | | Included | with | the | South |
| 10 | (*b*), (*d*), (*e*) and (*g*) to (*i*) | South Indian | | 1·93 | 2·48 | ... | ... | 0·19 | 0·37 |
| 25 | | Udaipur-Chitorgarh | | 1·97 | 1·10 | ... | ... | 0·30 | 0·69 |
| | | 2′ 6″ GAUGE. | | | | | | | |
| 1 | (*b*), (*c*) and (*e*) | Gondia-Chanda, Jubbulpore Gondia and Nagpur-Chhindwara Extensions. | | 2·54 | 2·06 | ... | ... | 0·03 | 0·04 |
| 8 | (*l*) | Kalka-Simla | | 3·34 | 3·04 | ... | ... | 0·28 | 0·27 |
| 8 | (*m*) and (*n*) | Kohat-Thal and Nowshera-Durgai | | 2·11 | 1·95 | ... | ... | 0·10 | 0·34 |
| 10 | (*f*) | Morappur-Dharmapuri | | 2·50 | 1·85 | ... | ... | 0·14 | 0·03 |
| 1 | (*g*) | Purulia-Ranchi | | 1·01 | 0·95 | ... | ... | ... | 0·04 |
| 1 | (*h*) | Raipur-Dhamtari | | 1·10 | 1·79 | ... | ... | 0·01 | 0·02 |
| 10 | (*k*) | Tirupattur-Krishnagiri | | 4·90 | 17·89 | ... | ... | 0·04 | 0·04 |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu) | | 1·46 | 1·61 | ... | ... | 0·07 | 0·02 |
| | | 2′ 0″ GAUGE. | | | | | | | |
| 19 | (*f*) | Pipar Road-Bhavi Light | | 8·54 | 1·91 | ... | ... | 0·03 | ... |

## DIX 12—*continued.*

### *during each half of the financial year 1913-14.*

prepare these statistics.]

| 143 Ca. | 144 a. | 145 a. | 138 b. | 139 b. | 139A b. | 140 b. | |
|---|---|---|---|---|---|---|---|
| LOCOMOTIVE EXPENSES—*contd.* | | | | | | | NUMBER. |
| TRAIN-MILE—*concld.* | | | PER ENGINE MILE. | | | | |

| Electricity and repairs and renewals of electric plant. | | Other charges (net). | | Total locomotive expenses. | | General Superintendence (including office expenses). | | Running expenses. | | All charges connected with the working of Rail Motors. | | Fuel (average cost). | | Main head. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annas. | | Annas. | | Annas. | | Annas. | | Annas. | | Annas. | | Annas. | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| ... | ... | 1·70 | 1·95 | 10·33 | 10 36 | 0·65 | 0·59 | 2·10 | 2·13 | ... | .. | 1·67 | 1·73 | 1 |
| ... | ... | 1·93 | 1·31 | 18·58 | 17 28 | 0·56 | 0·53 | 2·60 | 2 47 | ... | ... | 7·22 | 6 90 | 2 |
| ... | ... | 0·30 | 0·42 | 12·36 | 9·00 | 0·35 | 0·35 | 1·45 | 1·46 | ... | ... | 2·66 | 2 60 | 3 |
| ... | ... | 1·32 | 1·11 | *8·34 | *8·44 | 0·56 | 0 56 | 1·55 | 1·57 | 2·19 | 2·74 | 0·90 | 0·95 | 4 |
| ... | ... | 1·26 | 1·31 | *15·90 | *16·57 | 0·61 | 0·63 | 2·53 | 2·47 | 4·61 | 4 75 | 6·28 | 6·27 | 5 |
| ... | ... | 1·52 | 1·62 | *18·06 | *16·87 | 0 73 | 0·74 | 2·01 | 2·04 | 7·68 | 8·01 | 5·98 | 6 18 | 6 |
| ... | ... | 0·60 | 0·51 | 9·64 | 9·77 | 0·62 | 0·56 | 1·63 | 1·59 | ... | ... | 2·48 | 2·41 | 7 |
| ... | ... | 2·03 | 2·14 | 15·53 | 16·17 | 0·55 | 0·59 | 1·69 | 1·78 | 21·67 | 16·49 | 6·04 | 6·54 | 8 |
| ... | ... | 1·39 | 1·46 | 9·90 | 9 35 | 0·57 | 0·58 | 1·80 | 1·33 | ... | ... | 2·68 | 2·92 | 9 |
| ... | ... | 0·78 | 0·78 | *15·75 | *18·04 | 0·61 | 0·58 | 3·10 | 1 99 | 5·44 | 6·12 | 7·11 | 6·68 | 10 |
| ... | ... | 0·94 | 0·67 | 10·12 | 9·85 | 0·85 | 0·78 | 1·26 | 1·18 | ... | ... | 3·10 | 3·25 | 11 |
| ... | ... | 1·09 | 0·90 | 6·26 | 6·26 | 0·35 | 0·34 | 0·63 | 0·62 | ... | ... | 2·00 | 2·12 | 13 |
| ... | ... | 0·08 | 0·06 | 8·89 | 8·89 | 0·77 | 0·69 | 0·95 | 0 88 | ... | ... | 5·11 | 4·69 | 14 |
| ... | ... | 0·72 | 0·54 | 12·50 | 10·84 | 0·70 | 0·67 | 1·84 | 1 76 | ... | ... | 4·04 | 3·77 | 2 |
| ... | ... | 0·64 | 0·66 | *10·96 | *11·97 | 0·84 | 0·77 | 2·12 | 2·03 | 6·78 | 6·79 | 3·50 | 4·01 | 15 |
| ... | ... | 1·70 | 0·92 | 7·92 | 7 33 | 0·39 | 0·39 | 1·11 | 1·20 | ... | ... | 1·99 | 2·30 | 3 |
| ... | ... | 0·23 | 0·30 | 12·50 | 8·34 | 0·42 | 0·34 | 1·15 | 1·14 | ... | ... | 6·55 | 3·62 | 17 |
| ... | | 1·19 | 0 90 | 7·17 | 6·78 | 0·88 | 0 77 | 1·37 | 1·34 | ... | ... | 1·74 | 1·75 | 7 |
| ... | | 0·04 | ... | 10·51 | 8·67 | 0·61 | 0·70 | 0·64 | 0 60 | ... | ... | 5·76 | 4·43 | 18 |
| ... | | 0·79 | 0·97 | 8·19 | 9·08 | 0·28 | 0·36 | 0·64 | 0·69 | ... | ... | 3·78 | 3·98 | 19 |
| ... | ... | 0·12 | ... | 12·63 | 9·18 | 0·50 | 0·47 | 1·21 | 1·12 | ... | ... | 6·10 | 4·51 | 20 |
| ... | ... | 0·27 | 0·99 | 11·18 | 11·09 | 0·57 | 0·54 | 2·00 | 1·89 | ... | ... | 4·10 | 4·20 | 6 |
| ... | ... | ... | ... | 44·66 | 44·60 | 1·23 | 1·16 | 6·97 | 6·78 | ... | ... | 23·56 | 20·36 | 10 |
| ... | ... | 0·27 | 0·31 | 6·39 | 7·77 | 0·49 | 0 49 | 0·59 | 0·60 | ... | ... | 1·74 | 2·66 | 24 |
| | Indian | Railway 3' 3½" | | gauge. | | ... | ... | ... | ... | ... | ... | ... | | 10 |
| ... | ... | 0·22 | 0·38 | 9·48 | 11·12 | 0·49 | 0·52 | 1·67 | 1·82 | ... | ... | 3·78 | 4·22 | 10 |
| ... | ... | ... | ... | 7·80 | 7 55 | 0·91 | 0·84 | 0·53 | 0·52 | ... | ... | 3·23 | 3 44 | 25 |
| ... | ... | 2·56 | 1·45 | 10·10 | 8·82 | 0·60 | 0·75 | 0·93 | 0·87 | ... | ... | 2·01 | 2·22 | 1 |
| ... | ... | 0·80 | 0·86 | 14·35 | 14·63 | 0·73 | 0 75 | 2·77 | 2·82 | 1·76 | 14·00 | 4·06 | 4·44 | 8 |
| ... | ... | 0·59 | 1·28 | 7·42 | 9 55 | 0·37 | 0·37 | 1·16 | 1·80 | ... | ... | 1·84 | 2·44 | 8 |
| ... | ... | ... | ... | 8·33 | 8·09 | 0·14 | 0 12 | 1·18 | 1·60 | ... | ... | 3·97 | 3·46 | 10 |
| ... | ... | 0·57 | 0·65 | 6·29 | 7·03 | 0·82 | 1·01 | 1·09 | 1·17 | ... | ... | 1·44 | 1·58 | 1 |
| ... | ... | 2·50 | —0·71 | 7·63 | 5 51 | 0·65 | 0·61 | 1·01 | 0·98 | ... | ... | 1·09 | 1·11 | 1 |
| ... | ... | ... | ... | 11·91 | 24 50 | 0·15 | 0·13 | 0·92 | 0·90 | ... | ... | 4·57 | 4·21 | 10 |
| ... | ... | 2·70 | 4·02 | 13·60 | 14·15 | 0·56 | 0·50 | 2·21 | 1·90 | ... | ... | 3 91 | 4·09 | 8 |
| ... | ... | 0·04 | 0·01 | 14·61 | 6 04 | 0·01 | ... | 0·45 | 0 50 | ... | ... | 4 82 | 2·95 | 19 |

* Excludes expenditure attributable to Motors.

# APPEN

*Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway. (Detailed in "Index" to Appendix 1.) | | Railway system. | Serial number. | 141 *b*. | | 142 *b*. | | 143 *b*. | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | TABLE B.— | | | | | |
| | | | | PER ENGINE | | | | | |
| Main head. | Sub-head. | | | Water. Annas. | | Oil, tallow and other stores. Annas. | | Maintenance and renewal of locomotives. Annas. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5′ 6″ GAUGE. | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur | | 0·16 | 0·17 | 0·24 | 0·24 | 1·92 | 1·76 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India | | 0·46 | 0·37 | 0·54 | 0·53 | 2·17 | 2·23 |
| 3 | (*a*) | Eastern Bengal | | 0·20 | 0·18 | 0·22 | 0·24 | 3·10 | 0·61 |
| 4 | (*a*) to (*d*) | East Indian | | 0·11 | 0·12 | 0·38 | 0·35 | 1·53 | 1·71 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula | | 0·24 | 0·24 | 0·29 | 0·29 | 2·30 | 2·78 |
| 6 | (*a*) and (*b*) | Madras and Southern Mahratta | | 0·24 | 0·22 | 0·13 | 0·25 | 3·99 | 2·72 |
| 7 | (*a*) and (*b*) | Nizam's Guaranteed State | | 0·22 | 0·23 | 0·22 | 0·22 | 2·52 | 2·78 |
| 8 | (*a*) to (*k*) | North-Western | | 0·28 | 0·24 | 0·24 | 0·25 | 1·80 | 1·94 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand | | 0·15 | 0·15 | 0·22 | 0·24 | 1·67 | 1·69 |
| 10 | (*a*) | South Indian | | 0·20 | 0·15 | 0·31 | 0·25 | 2·80 | 5·59 |
| | | 3′ 3¾″ GAUGE. | | | | | | | |
| 11 | ..... | Assam-Bengal | | 0·18 | 0·17 | 0·26 | 0·24 | 1·56 | 1·38 |
| 12 | (*a*) and (*b*) | Bengal and North-Western | | 0·15 | 0·15 | 0·14 | 0·14 | 0·97 | 0·94 |
| 14 | (*a*) and (*b*) | Bhavnagar | | 0·18 | 0·17 | 0·21 | 0·20 | 0·43 | 1·08 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India | | 0·28 | 0 25 | 0·30 | 0·26 | 2·74 | 1·09 |
| 15 | (*a*) to (*c*) | Burma | | 0·28 | 0·25 | 0·19 | 0·19 | 1·38 | 1·63 |
| 3 | (*b*) to (*d*) | Eastern Bengal | | 0·13 | 0·15 | 0·15 | 0·19 | 0·99 | 0·66 |
| 17 | (*a*) to (*c*) | Gondal-Porbandar | | 0·17 | 0·19 | 0·34 | 0·27 | 2·23 | 1·48 |
| 7 | (*c*) and (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | | 0·21 | 0·19 | 0·17 | 0 16 | 0·91 | 0·88 |
| 18 | ..... | Jamnagar | | 0 24 | 0 15 | 0·24 | 0·23 | 1·51 | 1·25 |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner | | 0·45 | 0 55 | 0·30 | 0·35 | 1·13 | 1·25 |
| 20 | ..... | Junagad | | 0·28 | 0·23 | 0·25 | 0·24 | 2·16 | 1·35 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | | 0·26 | 0·26 | 0·17 | 0·16 | 1·80 | 1·60 |
| 10 | (*c*) | Nilgiri | | 0·29 | 0 23 | 0·35 | 0·73 | 6·23 | 8·72 |
| 24 | (*a*) and (*b*) | Rohilkund and Kumaon | | 0·17 | 0·21 | 0·16 | 0·16 | 1·43 | 1·25 |
| 10 | (*f*) | Shoranur-Cochin | | Included with the South Indian Railway 3′ 3¾″ gauge. | | | | | |
| 10 | (*b*), (*d*), (*e*) and (*g*) to (*i*)... | South Indian | | 0·18 | 0·20 | 0·21 | 0·21 | 1·71 | 2·19 |
| 25 | ..... | Udaipur-Chitorgarh | | 0·26 | 0·24 | 0·31 | 0·34 | 1·86 | 1·80 |
| | | 2′ 6″ GAUGE. | | | | | | | |
| 1 | (*b*), (*c*) and (*e*) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions | | 0·23 | 0·26 | 0·13 | 0·14 | 2·00 | 1 66 |
| 8 | (*l*) | Kalka-Simla | | 0·26 | 0·34 | 0·21 | 0·26 | 2·71 | 2·45 |
| 8 | (*m*) and (*n*) | Kohat-Thal and Nowshera-Durgai | | 0·49 | 0·61 | 0·12 | 0·24 | 1 82 | 1·61 |
| 10 | (*j*) | Morappur-Dharmapuri | | 0·57 | 0 63 | 0·32 | 0·38 | 2·49 | 1·84 |
| 1 | (*g*) | Purulia-Ranchi | | 0 24 | 0·35 | 0·21 | 0·16 | 0·81 | 0·75 |
| 1 | (*h*) | Raipur-Dhamtari | | 0·37 | 0·40 | 0·29 | 0 33 | 0·93 | 1·42 |
| 10 | (*k*) | Tirupattur-Krishnagiri | | 1·14 | 1·05 | 0·19 | 0·22 | 4·90 | 17·75 |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu) | | 0·56 | 0·36 | 0·24 | 0·19 | 1·16 | 1·33 |
| | | 2′ 0″ GAUGE. | | | | | | | |
| 19 | (*f*) | Pipar Road-Bhavi Light | | 0·41 | 0·42 | 0·31 | 0·25 | 8·54 | 1·91 |

**DIX 12—*continued.***

***during each half of the financial year 1913-14.***

**prepare these statistics.]**

| 143-A *b.* | | 143-B *b.* | | 143-C *b.* | | 144 *b.* | | 145 *b.* | | 138 *c.* | | 139 *c.* | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LOCOMOTIVE EXPENSES—*contd.* | | | | | | | | | | | | | | NUMBER. |
| MILE—*concld.* | | | | | | | | | | PER 1,000 GROSS TON-MILES. | | | | |
| Maintenance and renewal of motor cars. | | Maintenance and renewal of machinery, tools and plant. | | Electricity and repairs and renewals of electric plant. | | Other charges (net). | | Total Locomotive expenses. | | General Superintendence (including office expenses). | | Running expenses. | | Main head. |
| Annas. | | Annas. | | Annas. | | Annas. | | Annas. | | Rs. | | Rs. | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| ... | ... | 0·20 | 0·17 | ... | ... | 1·36 | 1·58 | 8·30 | 8·37 | 0·11 | 0·10 | 0·36 | 0·35 | 1 |
| ... | ... | 0 22 | 0·22 | ... | ... | 1·39 | 1·09 | 15·36 | 14·33 | 0·09 | 0·09 | 0·44 | 0·41 | 2 |
| ... | ... | 0·11 | 0·18 | ... | ... | 0·21 | 0·27 | 8·30 | 5 89 | 0·08 | 0 08 | 0·35 | 0·32 | 3 |
| 3·59 | 1·50 | 0 19 | 0 20 | ... | ... | 0·98 | 0·84 | *6·20 | *6·30 | 0 09 | 0·09 | 0·24 | 0·24 | 4 |
| 1·15 | 1·75 | 0·18 | 0·20 | ... | ... | 1·06 | 1·10 | *13·49 | *13·97 | 0·11 | 0·11 | 0·46 | 0·42 | 5 |
| 9·20 | 0·88 | 0·45 | 0·43 | ... | ... | 1·31 | 1·33 | *14·84 | *13·91 | 0·14 | 0·13 | 0·37 | 0·36 | 6 |
| ... | ... | 0·03 | 0·09 | ... | ... | 0·51 | 0·43 | 8·22 | 8·30 | 0·12 | 0·11 | 0·33 | 0·32 | 7 |
| 1·08 | 0·15 | 0·28 | 0·26 | ... | ... | 1·63 | 1·76 | *12·51 | *13·31 | 0·09 | 0 10 | 0·28 | 0·30 | 8 |
| ... | ... | 0·20 | 0·22 | ... | ... | 1·20 | 1·26 | 7·99 | 8 33 | 0·12 | 0·11 | 0·27 | 0·25 | 9 |
| 2·26 | 1·05 | 0·19 | 0·20 | ... | ... | 0·69 | 0·64 | *14·01 | *16 08 | 0·15 | 0·13 | 0·51 | 0·46 | 10 |
| ... | ... | 0·03 | 0·03 | ... | ... | 0·74 | 0·52 | 7·98 | 7·55 | 0·27 | 0·24 | 0·40 | 0·37 | 11 |
| ... | ... | 0·02 | 0·09 | .. | ... | 0·91 | 0·74 | 5·17 | 5·14 | 0·10 | 0·10 | 0·19 | 0·19 | 12 |
| ... | ... | 0·11 | 0·03 | ... | ... | 0·07 | 0·05 | 7·83 | 7·84 | 0·32 | 0·29 | 0·40 | 0 38 | 14 |
| ... | ... | 0·34 | 0·30 | ... | ... | 0·61 | 0·47 | 10·85 | 9·88 | 0·21 | 0 19 | 0·57 | 0·50 | 2 |
| 0·49 | 0·54 | 0·05 | 0·19 | ... | ... | 0 51 | 0·53 | *8·87 | *9·60 | 0·25 | 0·22 | 0·62 | 0·57 | 15 |
| ... | ... | 0·14 | 0·12 | ... | ... | 1·34 | 0·72 | 6·24 | 5·73 | 0·13 | 0·12 | 0·38 | 0·37 | 3 |
| ... | ... | 0 04 | 0·07 | ... | ... | 0·21 | 0·27 | 11·11 | 7·58 | 0·17 | 0·14 | 0·47 | 0·47 | 17 |
| ... | ... | 0·03 | 0·10 | ... | ... | 1·05 | 0 80 | 6·31 | 5·99 | 0·32 | 0·28 | 0·53 | 0·49 | 7 |
| ... | ... | 0·04 | 0·10 | ... | ... | 0·04 | ... | 9·08 | 7·46 | 0·28 | *0·34 | 0·30 | 0 29 | 18 |
| ... | ... | 0·10 | 0·12 | ... | ... | 0·71 | 0 87 | 7·39 | 8·12 | 0·08 | 0·11 | 0·19 | 0·20 | 19 |
| ... | ... | 0·33 | —0·37 | ... | ... | 0·11 | ... | 11·14 | 8·05 | 0·20 | 0 19 | 0·49 | 0 43 | 20 |
| ... | ... | 0·16 | 0·16 | ... | ... | 0·67 | 0·86 | 9·73 | 9·67 | 0·20 | 0·18 | 0·70 | 0 63 | 6 |
| ... | ... | 0·19 | 0·21 | ... | ... | ... | ... | 38·32 | 38·09 | 1·10 | 1·05 | 6·24 | 6·17 | 10 |
| ... | ... | 0·14 | 0·27 | ... | ... | 0·20* | 0·24 | 4·92 | 5·88 | 0·16 | 0·17 | 0·21 | 0·21 | 24 |
| Included with the South Indian railway 3'3½" gauge. | | | | | | | | ... | ... | ... | ... | ... | ... | 10 |
| ... | ... | 0·16 | 0·33 | ... | ... | 0·20 | 0·33 | 8·40 | 9·33 | 0·16 | 0·17 | 0·55 | 0·60 | 10 |
| ... | ... | 0·29 | 0·65 | ... | ... | ... . | ... | 7·38 | 7·06 | 0·39 | 0·34 | 0·23 | 0·21 | 25 |
| ... | ... | 0·02 | 0·08 | ... | ... | 2·02 | 1·17 | 7·94 | 7·10 | 0·22 | 0·27 | 0·34 | 0·32 | 1 |
| 3·33 | 3·73 | 0·22 | 0·22 | ... | ... | 0·65 | 0·70 | *11·51 | *11·98 | 0·69 | 0·65 | 2·57 | 2·45 | 2 |
| ... | ... | 0·09 | 0 28 | ... | ... | 0·51 | 1·06 | 6·40 | 7·91 | 0·36 | 0·35 | 1·12 | 1·28 | 3 |
| ... | ... | 0·14 | 0·03 | ... | ... | ... | ... | 8·81 | 8·06 | 0·09 | 0·07 | 0·78 | 0 91 | 10 |
| ... | ... | ... | 0·03 | ... | ... | 0·46 | 0·51 | 5·07 | 5·51 | 0·35 | 0·41 | 0·46 | 0·48 | 1 |
| ... | ... | 0·01 | 0·02 | ... | ... | 2·11 | —0·56 | 6·46 | 4·36 | 0·42 | 0·38 | 0·65 | 0·61 | 1 |
| ... | ... | 0·04 | 0·04 | ... | ... | ... | ... | ... | 24·30 | 0·09 | 0·08 | 0·56 | 0·55 | 1 |
| ... | ... | 0 05 | 0 02 | ... | ... | 2·15 | 3·33 | 10·8 | 11·72 | 0·38 | 0·30 | 1·49 | 1·16 | 8 |
| ... | ... | 0·03 | ... | ... | ... | 0·04 | 0·01 | 14·61 | 6·04 | 0·02 | ... | 0·93 | 0·96 | 19 |

* Excludes expenditure attributable to motors.

# APPEN

## *Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway. (Detailed in "Index" to Appendix 1.) | | Railway system. | Serial number. | 139-A. | | 140. | | 141. | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | TABLE B— | | | | | |
| | | | | PER 1,000 GROSS | | | | | |
| Main head. | Sub-head. | | | All charges connected with the working of Rail Motors. Rs. | | Fuel. (average cost). Rs. | | Water. Rs. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5' 6" GAUGE. | | | | | | | |
| 1 | (a) | Bengal-Nagpur | | ... | ... | 0·29 | 0·28 | 0·03 | 0 02 |
| 2 | (a) to (e) | Bombay, Baroda and Central India | | ... | ... | 1·22 | 1·15 | 0·06 | 0·06 |
| 3 | (a) | Eastern Bengal | | ... | ... | 0·64 | 0·57 | 0·05 | 0·04 |
| 4 | (a) to (d) | East Indian | | 3·09 | 3·06 | 0·14 | 0·15 | 0.02 | 0·02 |
| 5 | (a) to (f) | Great Indian Peninsula | | 3·84 | 4·20 | 1·13 | 1·07 | 0·04 | 0·04 |
| 6 | (a) and (b) | Madras and Southern Mahratta | | 5·08 | 5·78 | 1·09 | 1·09 | 0·04 | 0 04 |
| 7 | (a) and (b) | Nizam's Guaranteed State | | ... | ... | 0·50 | 0·48 | 0·04 | 0·04 |
| 8 | (a) to (k) | North Western | | ... | ... | 1·02 | 1·15 | 0·05 | 0·04 |
| 9 | (a) to (c) | Oudh and Rohilkhand | | ... | ... | 0·55 | 0·56 | 0·03 | 0·03 |
| 10 | (a) | South Indian | | 4·99 | 5·54 | 1·72 | 1·53 | 0·05 | 0·03 |
| | | 3' 3½" GAUGE. | | | | | | | |
| 11 | ..... | Assam-Bengal | | .. | ... | 1·01 | 1·02 | 0·06 | 0·05 |
| 12 | (a) and (b) | Bengal and North-Western | | ... | ... | 0·60 | 0·65 | 0·04 | 0·05 |
| 14 | (a) and (b) | Bhavnagar | | ... | ... | 2·13 | 2·00 | 0·08 | 0 07 |
| 2 | (f) to (l) | Bombay, Baroda and Central India | | ... | ... | 1·23 | 1·08 | 0·06 | 0·07 |
| 15 | (a) to (c) | Burma | | 10 41 | 10·10 | 1·02 | 1·13 | 0·08 | 0·07 |
| 3 | (b) to (d) | Eastern Bengal | | ... | ... | 0·68 | 0 71 | 0·04 | 0 05 |
| 17 | (a) to (c) | Gondal-Porbandar | | ... | ... | 2·69 | 1·58 | 0 07 | 0·08 |
| 7 | (c) and (d) | Hingoli Branch and Hyderabad-Godavari Valley | | ... | ... | 0·67 | 0·64 | 0·06 | 0·07 |
| 18 | ..... | Jamnagar | | ... | ... | 2·64 | ·13 | 0·11 | 0·07 |
| 19 | (a) to (e) | Jodhpur-Bikaner | | ... | ... | 1·12 | 1·15 | 0·13 | 0·16 |
| 20 | ..... | Junagad | | ... | ... | 2·43 | 1·74 | 0·11 | 0·09 |
| 6 | (c) to (l) | Madras and Southern Mahratta | | ... | ... | 1·43 | 1·41 | 0·09 | 0·09 |
| 10 | (c) | Nilgiri | | ... | ... | 20·18 | 18·43 | 0·26 | 0·21 |
| 24 | (a) and (b) | Rohilkund and Kumaon | | ... | ... | 0·61 | 0·94 | 0·06 | 0·07 |
| 10 | (f) | Shoranur-Cochin | | Included with the South Indian Railway 3'-3½' Gauge. | | | | | |
| 10 | (b), (d), (e) and (g) to (i) | South Indian | | ... | ... | 1·24 | 1·40 | 0·06 | 0·07 |
| 25 | ..... | Udaipur-Chitorgarh | | ... | ... | 1·40 | 1·30 | 0·11 | 0·09 |
| | | 2' 6" GAUGE. | | | | | | | |
| 1 | (b), (c) and (e) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | ... | ... | 0·74 | 0·82 | 0·09 | 0·10 |
| 8 | (l) | Kalka-Simla | | ... | ... | 3·77 | 3·85 | 0·24 | 0·29 |
| 8 | (m) and (n) | Kohat-Thal and Nowshera-Durgai | | ... | ... | 1·79 | 2·31 | 0·48 | 0·57 |
| 10 | (f) | Morappur-Dharmapuri | | ... | | 2·48 | 1·98 | 0·35 | 0·22 |
| 1 | (g) | Purulia-Ranchi | | ... | ... | 0·61 | 0·63 | 0·10 | 0·14 |
| 1 | (h) | Raipur-Dhamtari | | ... | ... | 0·70 | 0·70 | 0·24 | 0·25 |
| 10 | (k) | Tirupattur-Krishnagiri | | ... | ... | 2·78 | 2·57 | 0·69 | 0·64 |
| 8 | (o) | Trans-Indus (Kalabagh-Bannu) | | ... | ... | 2·63 | 2·50 | 0·38 | 0·22 |
| | | 2' 0" GAUGE. | | | | | | | |
| 19 | (f) | Pipar Road-Bhavi Light | | ... | | 9·95 | 5·67 | 0·84 | 0·80 |

## DIX 12—*continued.*

*during each half of the financial year 1913-14.*

prepare these statistics.]

| 143 B. | 143 c. | 143 A c. | 143 B c. | 143 C c. | 144 c. | 145 c. | NUMBER. |
|---|---|---|---|---|---|---|---|

LOCOMOTIVE EXPENSES—*concld.*

TON-MILES—*concld.*

| Oil, tallow and other stores. Rs. | | Maintenance and renewal of locomotives. Rs. | | Maintenance and renewal of motor cars. Rs. | | Maintenance and renewal of machinery, tools and plant. Rs. | | Electricity and repairs and renewals of electric plant. Rs. | | Other charges (net). Rs. | | Total Locomotive expenses. Rs. | | Main head. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 0·04 | 0·04 | 0·33 | 0·29 | ... | ... | 0·03 | 0·03 | ... | ... | 0·24 | 0·26 | 1·43 | 1·36 | 1 |
| 0·09 | 0·09 | 0·37 | 0·37 | ... | ... | 0·03 | 0 04 | ... | ... | 0·27 | 0·18 | 2·59 | 2·39 | 2 |
| 0·05 | 0·05 | 0·74 | 0·13 | ... | ... | 0·03 | 0·04 | ... | ... | 0·05 | 0·06 | 1·99 | 1·29 | 3 |
| 0·06 | 0·05 | 0·23 | 0·26 | 5·07 | 2·16 | 0·02 | 0·03 | ... | ... | 0·16 | 0·13 | *0·96 | *0·97 | 4 |
| 0·05 | 0 05 | 0·41 | 0·47 | 0·93 | 1·54 | 0·03 | 0·03 | ... | ... | 0·19 | 9·19 | *2·42 | *2·38 | 5 |
| 0·02 | 0·04 | 0·73 | 0·48 | 6·09 | 0·62 | 0·08 | 0·08 | ... | ... | 0·24 | 0·23 | *2·71 | *2·45 | 6 |
| 0·04 | 0 04 | 0·51 | 0 55 | ... | ... | 0 01 | 0·02 | ... | ... | 0·10 | 0·08 | 1·65 | 1·64 | 7 |
| 0·04 | 0 04 | 0·30 | 0·24 | ... | ... | 0·05 | 0·05 | ... | ... | 0·27 | 0·31 | 2·10 | 2·33 | 8 |
| 0·04 | 0·05 | 0 34 | 0 32 | ... | ... | 0·04 | 0·04 | ... | ... | 0·24 | 0 24 | 1·63 | 1 60 | 9 |
| 0·07 | 0·06 | 0·68 | 1·29 | 2 08 | 0 95 | 0·05 | 0·04 | ... | ... | 0·17 | 0·15 | *3·40 | *3·69 | 10 |
| 0·08 | 0·08 | 0·50 | 0·44 | ... | ... | 0·01 | 0 02 | ... | ... | 0·24 | 0·16 | 2·57 | 2·39 | 11 |
| 0·04 | 0·04 | 0·30 | 0·29 | ... | ... | 0·01 | 0·03 | ... | ... | 0·28 | 0·22 | 1·56 | 1 57 | 12 |
| 0·09 | 0·09 | 0 18 | 0·46 | ... | ... | 0 05 | 0 03 | ... | ... | 0·03 | 0 02 | 3·28 | 3·34 | 14 |
| 0·09 | 0·07 | 0·83 | 0·54 | ... | ... | 0·10 | 0·09 | ... | ... | 0·19 | 0·14 | 3·30 | 2·68 | 2 |
| 0·05 | 0·05 | 0·40 | 0·46 | 0·75 | 0·83 | 0·02 | 0·05 | ... | ... | 0·15 | 0·15 | *2·59 | *2 70 | 15 |
| 0·05 | 0 06 | 0·34 | 0·20 | ... | ... | 0·05 | 0·04 | ... | ... | 0·45 | 0·22 | 2·12 | 1·77 | 3 |
| 0·14 | 0·11 | 0·92 | 0·61 | ... | ... | 0·01 | 0·03 | ... | ... | 0·09 | 0·11 | 4·56 | 3·13 | 17 |
| 0·07 | 0·06 | 0·35 | 0 32 | ... | ... | 0·01 | 0·03 | ... | ... | 0·40 | 0·29 | 2·43 | 2·18 | 7 |
| 0·11 | 0·11 | 0·69 | 0·60 | ... | ... | 0·01 | 0·05 | ... | ... | 0·01 | ... | 4·15 | 3·59 | 18 |
| 0·09 | 0·10 | 0·34 | 0 36 | ... | ... | 0·03 | 0·04 | ... | ... | 0·21 | 0·25 | 2·19 | 2 37 | 19 |
| 0·10 | 0 09 | 0·86 | 0·71 | ... | ... | 0·21 | *-0·14* | ... | ... | 0·04 | ... | 4·44 | 3·11 | 20 |
| 0·06 | 0·05 | 0·62 | 0·54 | ... | ... | 0·06 | 0 06 | ... | ... | 0·23 | 0 29 | 3·39 | 3·25 | 6 |
| 0·76 | 0·67 | 5·57 | 7 98 | ... | ... | 0·17 | 0·19 | ... | ... | ... | ... | 34·28 | 34·65 | 10 |
| 0·06 | 0·06 | 0·50 | 0·44 | ... | ... | 0·05 | 0·09 | ... | ... | 0·07 | 0·09 | 1·72 | 2·07 | 24 |
| Included | | with the | South | Indian | Railway | 3′ 3½″ | gauge | ... | ... | ... | ... | ... | ... | 10 |
| 0·07 | 0·07 | 0·56 | 0·72 | ... | ... | 0·05 | 0·11 | ... | ... | 0·07 | 0·11 | 2·76 | 3·25 | 10 |
| 0·14 | 0·14 | 0·81 | 0·42 | ... | ... | 0·12 | 0·26 | ... | ... | ... | ... | 3·20 | 2·85 | 25 |
| 0·05 | 0·05 | 0·74 | 0·61 | ... | ... | 0·01 | 0·01 | ... | ... | 0·75 | 0·43 | 2·94 | 2·61 | 1 |
| 0·20 | 0 23 | 2·51 | 2·13 | ... | ... | 0·21 | 0·19 | ... | ... | 0·60 | 0·60 | 10·79 | 10 39 | 8 |
| 0·11 | 0·23 | 1·76 | 1·52 | ... | ... | 0·09 | 0·27 | ... | ... | 0·50 | 1·00 | 6·21 | 7·48 | 8 |
| 0·20 | 0 36 | 1·56 | 1·06 | ... | .. | 0·09 | 0·02 | ... | ... | ... | ... | 5·50 | 4·62 | 10 |
| 0·09 | 0·07 | 0·34 | 0 31 | ... | ... | ... | 0·01 | ... | ... | 0·19 | 0·21 | 2·14 | 2·26 | 1 |
| 0·18 | 0 24 | 0·60 | 0·39 | ... | ... | 0·01 | 0 01 | ... | ... | 1·36 | —0·35 | 4·16 | 2·78 | 1 |
| 0·12 | 0·14 | 2·98 | 10·33 | ... | ... | 0·02 | 0·02 | ... | ... | ... | ... | 7·24 | 14·33 | 10 |
| 0·16 | 0·11 | 0·78 | 0·22 | ... | ... | 0·04 | 0·01 | ... | ... | 1·45 | 2·03 | 7·31 | 7·15 | 8 |
| 0·64 | 0·49 | 17·04 | 3·68 | ... | ... | 0·05 | ... | ... | ... | 0·09 | 0·01 | 30·16 | 11·61 | 19 |

* Excludes expenditure attributable to motors.

# APPEN

## *Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway. (Detailed in "Index" to Appendix I.) | | Railway system. | Serial number. | 146 *a*. | | 147 *a*. | | 148 *a*. | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | TABLE C.—CARRIAGE AND | | | | | |
| | | | | PER TOTAL | | | | | |
| Main head. | Sub-head. | | | General Superintendence (including office expenses). Annas. | | Repairs and renewals of coaching vehicles. Annas. | | Repairs and renewals of goods vehicles. Annas. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5′ 6″ GAUGE. | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur | | 0·22 | 0·20 | 1·41 | 1·15 | 1·66 | 1·42 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India | | ×0·30 | 0·27 | 1·44 | 1·71 | 1·75 | 0·94 |
| 3 | (*a*) | Eastern Bengal | | 0·27 | 0·35 | 1·80 | 1·49 | 0·89 | 1·53 |
| 4 | (*a*) to (*d*) | East Indian | | 0·20 | 0·19 | 0·52 | 1·25 | 0·95 | 1·50 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula | | 0·27 | 0·26 | 1·10 | 1·73 | 1·05 | 0·93 |
| 6 | (*a*) and (*b*) | Madras and Southern Mahratta | | 0·35 | 0·33 | 2·24 | 2·16 | 1·97 | 0·69 |
| 7 | (*a*) and (*b*) | Nizam's Guaranteed State | | 0·18 | 0·22 | 0·74 | 2·43 | 1·29 | 0·62 |
| 8 | (*a*) to (*k*) | North Western | | 0·30 | 0·31 | 1·52 | 1·62 | 1·26 | 1·31 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand | | 0·30 | 0·30 | 1·59 | 1·15 | 2·02 | 0·54 |
| 10 | (*a*) | South Indian | | 0·22 | 0·21 | 1·36 | 3·50 | 2·89 | 4·27 |
| | | 3′ 3¾″ GAUGE. | | | | | | | |
| 11 | ..... | Assam-Bengal | | 0·42 | 0·41 | 1·05 | 0·62 | 1·19 | 0·91 |
| 12 | (*a*) and (*b*) | Bengal and North-Western | | 0·15 | 0·15 | 0·64 | 0·55 | 0·62 | 0·67 |
| 14 | (*a*) and (*b*) | Bhavnagar | | 0·29 | 0·26 | 0·46 | 0·48 | 0·26 | 0·47 |
| 2 | (*f*) to (*i*) | Bombay, Baroda and Central India | | 0·32 | 0·31 | 1·06 | 1·20 | 1·19 | 1·19 |
| 15 | (*a*) to (*c*) | Burma | | 0·39 | 0·37 | 1·36 | 1·15 | 1·56 | 2·17 |
| 3 | (*b*) to (*d*) | Eastern Bengal | | 0·26 | 0·26 | 0·98 | 0·97 | 0·75 | 0·53 |
| 17 | (*a*) to (*c*) | Gondal-Porbandar | | 0·15 | 0·13 | 0·65 | 0·92 | 0·28 | 0·41 |
| 7 | (*c*) and (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | | 0·21 | 0·18 | 0·70 | 0·58 | 0·54 | 0·29 |
| 18 | ..... | Jamnagar | | 0·23 | 0·27 | 0·43 | 0·82 | 0·46 | 0·16 |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner | | 0·11 | 0·14 | 0·89 | 0·61 | 0·35 | 0·41 |
| 20 | ..... | Junagad | | 0·19 | 0·18 | 1·92 | 0·01 | 0·72 | 0·25 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | | 0·21 | 0·20 | 1·31 | 1·05 | 1·27 | 0·99 |
| 10 | (*c*) | Nilgiri | | 0·43 | 0·45 | 0·91 | 0·79 | 0·42 | 0·42 |
| 24 | (*a*) and (*b*) | Rohilkund and Kumaon | | 0·30 | 0·32 | 1·06 | 0·87 | 2·07 | 1·77 |
| 10 | (*f*) | Shoranur-Cochin | | ... | ... | ... | Included with the South | | |
| 10 | (*b*), (*d*), (*e*) and (*g*) to (*i*) | South Indian | | 0·18 | 0·20 | 1·04 | 1·30 | 1·21 | 3·24 |
| 25 | ..... | Udaipur-Chitorgarh | | 0·21 | 0·20 | 1·07 | 0·97 | 0·10 | 0·10 |
| | | 2′ 6″ GAUGE. | | | | | | | |
| 1 | (*b*), (*c*) and (*e*) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | 0·19 | 0·21 | 0·89 | 0·58 | 1·30 | 1·25 |
| 8 | (*l*) | Kalka-Simla | | 0·16 | 0·24 | 8·28 | 2·33 | 2·63 | 7·31 |
| 8 | (*m*) and (*n*) | Kohat-Thal and Nowshera-Durgai | | 0·05 | 0·06 | 0·39 | 0·45 | —0·04 | 0·30 |
| 10 | (*j*) | Morappur-Dharmapuri | | 0·05 | 0·04 | 0·39 | 0·07 | 0·11 | 0·10 |
| 1 | (*g*) | Purulia-Ranchi | | 0·29 | 0·31 | 0·88 | 1·12 | 0·19 | 0·20 |
| 1 | (*h*) | Raipur-Dhamtari | | 0·11 | 0·18 | 0·24 | 0·54 | 0·66 | 0·41 |
| 10 | (*k*) | Tirupattur-Krishnagiri | | 0·05 | 0·05 | 0·34 | 0·13 | 0·05 | 0·36 |
| 8 | (*o*) | Trans-Indus (Kalabagh Bannu) | | 0·07 | 0·09 | 1·40 | 0·57 | —0·10 | 0·67 |
| | | 2′ 0″ GAUGE. | | | | | | | |
| 19 | (*f*) | Pipar Road-Bhavi Light | | ... | ... | 0·22 | 3·06 | 2·18 | 1·67 |

## DIX 12—*continued.*

### *during each half of the financial year 1913-14.*

**prepare these statistics.]**

| 148 A *a*. | 149 *a*. | 149 A *a*. | 150 *a*. | 151 *a*. | 146 *b*. | 147 *b*. | |
|---|---|---|---|---|---|---|---|
| WAGON EXPENSES. | | | | | | | NUMBER. |
| TRAIN MILE. | | | | | PER 1,000 VEHICLE-MILES RUN BY HOME VEHICLES. | | |

| Repairs and renewals of machinery, tools and plant. Annas. | | Cleaning and oiling. Annas. | | Electricity and repairs and renewals of electric plant. Annas. | | Other charges (net). Annas. | | Total Carriage and Wagon expenses. Annas. | | General Superintendence (including office expenses). Rs. | | Repairs and renewals of coaching vehicles calculated on coaching vehicle mileage. Rs. | | Main head. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 0·06 | 0·04 | 0·51 | 0·48 | ... | ... | 0·01 | 0·02 | 3·90 | 3·31 | 0·51 | 0·47 | 13·03 | 10·63 | 1 |
| 0·08 | 0·12 | 0·41 | 0·36 | ... | ... | 0·04 | 0·03 | 4·02 | 3·43 | 0·71 | 0·69 | 9·49 | 11·65 | 2 |
| 0·02 | 0·04 | 0·39 | 0·40 | ... | ... | 0·03 | 0·01 | 3·21 | 3·32 | 0·75 | 0·83 | 12·00 | 11·01 | 3 |
| 0·07 | 0·06 | 0·22 | 0·19 | .. | ... | 0·04 | 0·01 | 2·09 | 3 20 | 0·43 | 0·42 | 4·74 | 11·11 | 4 |
| 0·05 | 0·07 | 0·40 | 0·40 | ... | ... | 0·02 | 0·03 | 2·89 | 3·42 | 0·94 | 0·88 | 10·77 | 17·19 | 5 |
| 0·10 | 0 08 | 0·37 | 0·36 | ... | ... | —0·02 | — 0·03 | 5·01 | 3·59 | 1·06 | 1·01 | 17·73 | 16·16 | 6 |
| 0·02 | 0·02 | 0 24 | 0·25 | ... | ... | ... | ... | 2·47 | 3·54 | 0·55 | 0 61 | 9·12 | 29 58 | 7 |
| 0·09 | 0 08 | 0·38 | 0·43 | ... | ... | 0·07 | 0·02 | 3·62 | 4·06 | 0·74 | 0·86 | 10·64 | 10·89 | 8 |
| 0·17 | 0·13 | 0·37 | 0·36 | ... | ... | 0·03 | 0 05 | 4·48 | 2·43 | 0·82 | 0·87 | 12·31 | 7·38 | 9 |
| 0·06 | 0·07 | 0·41 | 0·37 | ... | ... | 0·03 | 0·02 | 4·97 | 8·44 | 0·98 | 0·88 | 11·77 | 30·02 | 10 |
| 0·01 | 0·01 | 0·38 | 0·35 | ... | ... | 0·05 | 0·02 | 3·10 | 2·32 | 1·24 | 1·15 | 6·47 | 3·64 | 11 |
| 0·04 | 0·04 | 0 28 | 0·27 | ... | ... | 0·02 | 0·02 | 1·75 | 1·70 | 0 32 | 0·30 | 2·88 | 2·48 | 12 |
| 0·06 | 0·05 | 0·32 | 0·26 | ... | ... | 0·03 | ... | 1·42 | 1·52 | 1·02 | 0·84 | 2·70 | 2·89 | 14 |
| 0·15 | 0·11 | 0·33 | 0·30 | ... | ... | 0·05 | 0·03 | 3·12 | 3·14 | 0·75 | 0·73 | 6·11 | 7·42 | 2 |
| 0·05 | 0·08 | 0·34 | 0·33 | ... | ... | 0·03 | 0·04 | 3·73 | 4·14 | 0·96 | 0·87 | 3·25 | 2 66 | 15 |
| 0·07 | 0·01 | 0·27 | 0·27 | ... | ... | 0·04 | 0·03 | 2·37 | 2·07 | 0·73 | 0·77 | 6·68 | 6·81 | 8 |
| 0·02 | 0·02 | 0·27 | 0·24 | ... | ... | 0·01 | ... | 1·38 | 1·72 | 0·51 | 0·46 | 3·74 | 5·55 | 17 |
| ... | 0·02 | 0·15 | 0·13 | ... | ... | ... | ... | 1·60 | 1·20 | 0·60 | 0·64 | 5·88 | 5·02 | 7 |
| ... | 0·01 | 0·31 | 0·32 | ... | ... | ... | ... | 1·43 | 1 58 | 1·25 | 1 26 | 3·45 | 6·50 | 18 |
| 0·08 | 0 08 | 0·18 | 0 23 | ... | ... | 0·02 | ... | 1·13 | 1·47 | 0·44 | 0·42 | 3·18 | 4·07 | 19 |
| ... | ... | 0·44 | 0·28 | ... | ... | 0·16 | 0·25 | 3·48 | 0·97 | 0·57 | 0·48 | 5·87 | 0·08 | 20 |
| 0·04 | 0·04 | 0·20 | 0·18 | ... | ... | —0·01 | —0·01 | 3·02 | 2·45 | 0·61 | 0·56 | 10·66 | 3·32 | 6 |
| 0·07 | 0 08 | 1·34 | 1·30 | ... | ... | ... | ... | 3·22 | 3·04 | 4·83 | 4·69 | 14·70 | 12·58 | 10 |
| 0·04 | 0 03 | 0·30 | 0·34 | ... | ... | 0·02 | 0·01 | 2·18 | 2·09 | 0·78 | 0·82 | 3·42 | 2·72 | 24 |
| Indian | Railway | 3' 3⅜" gauge. | | ... | ... | ... | 0·02 | ... | ... | ... | ... | ... | ... | 10 |
| 0·06 | 0·11 | 0·29 | 0·36 | ... | ... | 0·03 | ... | 2·31 | 4·23 | 0·57 | 0·62 | 6 17 | 7·92 | 10 |
| ... | 0·02 | 0·41 | 0·30 | ... | ... | ... | ... | 1·79 | 1·59 | 0·92 | 0·85 | 4·63 | 5·02 | 25 |
| ... | 0·02 | 0·44 | 0·37 | ... | ... | —0·01 | ... | 2·33 | 2·42 | 0·47 | 0·55 | 4·52 | 3·29 | 1 |
| ... | 0·03 | 0·64 | 0.69 | ... | ... | 0·12 | 0·18 | 11·33 | 10·98 | 1·23 | 1·76 | 106·61 | 41·36 | 3 |
| 0·03 | 0·04 | 0·75 | 0·71 | ... | ... | 0·16 | 0·10 | 1·34 | 1·66 | 0·23 | 0·27 | 2·88 | 4·43 | 3 |
| 0·05 | 0·01 | 0·31 | 0·35 | ... | ... | ... | ... | 0·91 | 0·57 | 0·20 | 0·15 | 2·60 | 0·35 | 19 |
| 0·01 | ... | 0·30 | 0·40 | ... | ... | 0·01 | 0·01 | 1·38 | 2·04 | 0·36 | 0·37 | 4·05 | 4·37 | 1 |
| ... | ... | 0·50 | 0·35 | ... | ... | ... | 0·01 | 1·51 | 1·64 | 0·39 | 0·42 | 2·34 | 4·50 | 1 |
| 0·01 | 0·01 | 0·32 | 0·31 | ... | ... | ... | ... | 0·77 | 0 86 | 0·20 | 0·18 | 2·06 | 0·84 | 10 |
| 0·17 | —0·04 | 0·74 | 0·54 | ... | ... | 0·19 | 0·06 | 2·47 | 1·89 | 0·32 | 0·38 | 8·99 | 3·71 | 8 |
| ... | ... | 0·26 | 0·21 | ... | ... | 0·07 | 0·02 | 2·73 | 5·16 | ... | ... | 1·70 | 37·35 | 19 |

## APPEN

*Analysis of working of each railway system*

[ Note.—Railways not shown do not

| Classification No. of Railway. (Detailed in "Index" to Appendix I.) Main head. | Sub-head. | Railway system. | Serial Number. | 148 b. | | 148-A. b. | | 149 b. | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | TABLE C—CARRIAGE AND | | | | | |
| | | | | PER 1,000 | | | | | |
| | | | | Repairs and renewals of goods vehicles calculated on goods vehicle mileage. Rs. | | Repairs and renewals of machinery, tools and plant. Rs. | | Cleaning and oiling. Rs. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5' 6" GAUGE. | | | | | | | |
| 1 | (a) | Bengal-Nagpur | | 5·29 | 4·50 | 0·15 | 0·10 | 1·21 | 1·13 |
| 2 | (a) to (c) | Bombay, Baroda and Central India | | 6·67 | 3·71 | 0·19 | 0·28 | 0·99 | 0·89 |
| 3 | (a) | Eastern Bengal | | 3·84 | 5·44 | 0·04 | 0·10 | 1·07 | 0·95 |
| 4 | (a) to (d) | East Indian | | 2·79 | 4·50 | 0·16 | 0·14 | 0·50 | 0·44 |
| 5 | (a) to (f) | Great Indian Peninsula | | 5·71 | 4·84 | 0·19 | 0·23 | 1·40 | 1·35 |
| 6 | (a) and (b) | Madras and Southern Mahratta | | 9·91 | 3·47 | 0·31 | 0·23 | 1·15 | 1·10 |
| 7 | (a) and (b) | Nizam's Guaranteed State | | 5·13 | 2·18 | 0·05 | 0·05 | 0·73 | 0·67 |
| 8 | (a) to (k) | North Western | | 4·88 | 7·65 | 0·23 | 0·22 | 0·95 | 1·16 |
| 9 | (a) to (c) | Oudh and Rohilkhand | | 8·39 | 2·57 | 0·45 | 0·37 | 0·99 | 1·01 |
| 10 | (a) | South Indian | | 26·53 | 35·65 | 0·28 | 0·29 | 1·80 | 1·56 |
| | | 3' 3½" GAUGE. | | | | | | | |
| 11 | ..... | Assam-Bengal | | 6·44 | 4·75 | 0·02 | 0·01 | 1·07 | 0·98 |
| 12 | (a) and (b) | Bengal and North-Western | | 2·38 | 2·33 | 0·08 | 0·07 | 0·57 | 0·54 |
| 14 | (a) and (b) | Bhavnagar | | 2·25 | 3·24 | 0·22 | 0·14 | 1·10 | 0·85 |
| 2 | (f) to (l) | Bombay, Baroda and Central India | | 4·59 | 4·51 | 0·35 | 0·25 | 0·75 | 0·71 |
| 15 | (a) to (c) | Burma | | 3·75 | 5·04 | 0·13 | 0·19 | 0·80 | 0·75 |
| 3 | (b) to (d) | Eastern Bengal | | 3·56 | 2·79 | 0·21 | 0·04 | 0·76 | 0·80 |
| 17 | (a) to (c) | Gondal-Porbandar | | 2·34 | 3·73 | 0·08 | 0·06 | 0·92 | 0·89 |
| 7 | (c) and (d) | Hingoli Branch and Hyderabad-Godavari Valley | | 3·75 | 1·83 | 0·01 | 0·08 | 0·55 | 0·45 |
| 18 | ..... | Jamnagar | | 7·28 | 1·73 | ... | 0·06 | 1·65 | 1·49 |
| 19 | (a) to (e) | Jodhpur-Bikaner | | 2·72 | 2·80 | 0·28 | 0·27 | 0·71 | 0·68 |
| 20 | ..... | Junagad | | 2·20 | 1·25 | ... | ... | 1·33 | 0·75 |
| 6 | (c) to (l) | Madras and Southern Mahratta | | 5·56 | 4·28 | 0·10 | 0·10 | 0·57 | 0·51 |
| 10 | (c) | Nilgiri | | 11·22 | 12·25 | 0·70 | 0·85 | 13·50 | 13·44 |
| 24 | (a) and (b) | Rohilkund and Kumaon | | 4·30 | 4·28 | 0·10 | 0·09 | 0·78 | 0·90 |
| 10 | (f) | Shoranur-Cochin | | | | | | Included | with the |
| 10 | (b), (d), (e) and (g) to (i) | South Indian | | 7·96 | 14·69 | 0·19 | 0·35 | 0·90 | 1·13 |
| 25 | ..... | Udaipur-Chitorgarh | | 0·43 | 2·27 | 0·02 | 0·06 | 1·78 | 1·25 |
| | | 2' 6" GAUGE. | | | | | | | |
| 1 | (b), (c) and (e) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | 6·21 | 5·83 | 0·01 | 0·04 | 1·08 | 0·94 |
| 8 | (l) | Kalka-Simla | | 48·52 | 95·79 | 0·03 | 0·24 | 4·83 | 5·01 |
| 8 | (m) and (n) | Kohat-Thal and Nowshera-Durgai | | —0·60 | 2·90 | 0·12 | 0·20 | 3·67 | 3·45 |
| 10 | (j) | Morappur-Dharmapuri | | 1·32 | 1·07 | 0·20 | 0·04 | 1·33 | 1·28 |
| 1 | (g) | Puralia-Ranchi | | 1·69 | 1·51 | 0·02 | ... | 1·49 | 1·12 |
| 1 | (h) | Raipur-Dhamtari | | 3·77 | 2·07 | 0·01 | ... | 1·80 | 1·71 |
| 10 | (k) | Tirupattur-Krishnagiri | | 0·62 | 4·06 | 0·05 | 0·06 | 1·26 | 1·22 |
| 8 | (o) | Trans-Indus (Kalabagh Bannu) | | —1·52 | 7·41 | 0·74 | —0·16 | 3·32 | 2·19 |
| | | 2' 0" GAUGE. | | | | | | | |
| 19 | (f) | Pipar Road-Bhavi Light | | 55·83 | 29·50 | ... | ... | 1·52 | 1·47 |

## DIX 12—*continued.*

### *during each half of the financial year 1913-14.*

**prepare these statistics.]**

| 149-A. *b.* | 150 *b.* | 151 *b.* | 152 *a.* | 153 *a.* | 154 *a.* | 155 *a.* | Num-bers. |
|---|---|---|---|---|---|---|---|
| WAGON EXPENSES—*concld.* | | | TABLE D.—TRAFFIC EXPENSES. | | | | |
| VEHICLE-MILES RUN BY HOME VEHICLES—*concld.* | | | PER TOTAL TRAIN-MILE. | | | | |

| Electricity and repairs and renewals of electric plant. | | Other charges (net) | | Total Carriage and Wagon expenses. | | General Superintendence (including office expenses). | | Station staff. | | Train staff. | | Fuel, lighting, water and general stores. | | Main head. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rs. | | Rs. | | Rs. | | Annas. | | Annas. | | Annas. | | Annas. | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| ... | ... | 0 02 | 0 04 | 9·21 | 7·79 | 0·79 | 0·83 | 2·37 | 2·46 | 0·95 | 0·94 | 0·58 | 0·59 | 1 |
| ... | ... | 0·10 | 0·02 | 9·69 | 8·56 | 0·79 | 0·69 | 3·74 | 3·45 | 0·77 | 0·78 | 1·03 | 0·90 | 2 |
| ... | ... | 0·09 | 0 03 | 8·78 | 9·16 | 1·24 | 1·47 | 5·86 | 6·11 | 1·15 | 1·28 | 1·15 | 1·23 | 3 |
| ... | ... | 0·10 | 0 02 | 4·45 | 7·20 | 0·89 | 0·88 | 2·44 | 2·79 | 1·24 | 1 21 | 0·88 | 0·79 | 4 |
| ... | ... | 0·09 | 0·12 | 10·13 | 11·69 | 0·58 | 0·61 | 2·57 | 2 49 | 1·40 | 1·34 | 0·72 | 0·93 | 5 |
| ... | ... | —*0·06* | —*0·08* | 15 41 | 10·87 | 0·74 | 0·80 | 2·75 | 2·16 | 0·98 | 0·92 | 0·67 | 0 63 | 6 |
| ... | ... | 0·01 | 0·01 | 7·44 | 9·64 | 0·72 | 0·69 | 1·63 | 1·57 | 0·93 | 0·93 | 0·52 | 0·47 | 7 |
| ... | ... | *0·18* | 0·05 | 9·03 | 11·30 | 0·84 | 0·87 | 3·82 | 3·70 | 1·18 | 1·17 | 0·83 | 1·30 | 8 |
| ... | ... | 0·09 | 0·15 | 12·11 | 6 92 | 0·90 | 0·96 | 2·80 | 2·72 | 1·09 | 1 05 | 0·47 | 1 06 | 9 |
| ... | ... | 0·12 | 0·07 | 23·11 | 35 68 | 0·88 | 0·80 | 2·01 | 1·85 | 0·61 | 0·63 | 0·41 | 0·44 | 10 |
| ... | ... | 0·14 | 0·05 | 8·93 | 6·42 | 1·20 | 1·10 | 3·19 | 3 46 | 0·71 | 0·68 | 0·77 | 0·82 | 11 |
| ... | ... | 0·03 | 0·03 | 3·59 | 3·59 | 0·54 | 0 50 | 1·61 | 1·61 | 0·47 | 0 46 | 0·40 | 0·41 | 12 |
| ... | ... | 0·11 | ... | 4·96 | 4·89 | 0·64 | 0·60 | 2·20 | 2·17 | 0·42 | 0·43 | 0·80 | 0 82 | 14 |
| ... | ... | 0·09 | 0·07 | 7·14 | 7·38 | 0·64 | 0·62 | 2·22 | 2·40 | 0·76 | 0·71 | 0·94 | 0·80 | 2 |
| ... | ... | 0·08 | 0·10 | 8·97 | 9·61 | 0·93 | 0·90 | 2·56 | 2·40 | 0·82 | 0 77 | 0·61 | 0·55 | 15 |
| ... | ... | 0·10 | 0 08 | 6·64 | 6 20 | 0·96 | 0·99 | 2·71 | 3·30 | 0·69 | 0·74 | 0·68 | 0·93 | 3 |
| ... | ... | 0·02 | 0·02 | 4·70 | 6·26 | 0·63 | 0·56 | 1·72 | 1 69 | 0·46 | 0·43 | 0·60 | 0·87 | 17 |
| ... | ... | 0·01 | 0·01 | 6·09 | 4·85 | 0·76 | 0·75 | 1·51 | 1·50 | 0·82 | 0·78 | 0·59 | 0·59 | 7 |
| ... | ... | ... | ... | 7·62 | 7·32 | 0·92 | 1·12 | 1·65 | 1·48 | 0·43 | 0·46 | 0·33 | 0·24 | 18 |
| ... | ... | 0·07 | ... | 4·45 | 4 47 | 0·52 | 0·64 | 1·05 | 1·40 | 0·25 | 0·32 | 0·60 | 0·73 | 19 |
| ... | ... | 0·48 | 0·68 | 10·45 | 3 24 | 0·99 | 0·86 | 2·31 | 2·02 | 0·45 | 0·48 | 0·41 | 0·40 | 20 |
| ... | ... | —*0·02* | —*0·02* | 8·61 | 6 85 | 0·61 | 0·58 | 1·84 | 1 71 | 0·68 | 0·61 | 0·42 | 0·39 | 6 |
| ... | ... | ... | ... | 32·42 | 31·44 | 1·31 | 1·08 | 4·05 | 4·09 | 1·56 | 1 76 | 0·34 | 0·30 | 10 |
| ... | ... | 0·04 | 0·01 South | 5·61 Indian | 5·50 railway | 0·72 3'3½" | 0·82 gauge. | 1·93 ... | 1·96 ... | 0·50 ... | 0·53 ... | 0·64 ... | 0·56 ... | 24 10 |
| ... | ... | 0·06 | 0·06 | 8·74 | 13·23 | 0·65 | 0·70 | 1·78 | 1·84 | 0·54 | 0 62 | 0·39 | 0·78 | 10 |
| ... | ... | ... | ... | 7·78 | 9 45 | 0·86 | 0·96 | 1·30 | 1·37 | 0·31 | 0·30 | 0·48 | 0·86 | 25 |
| ... | ... | 0·03 | 0·01 | 6·97 | 6·22 | 0·84 | 0·74 | 1·87 | 1·89 | 0·67 | 0·62 | 0·71 | 0·52 | 1 |
| ... | ... | 0·90 | 1·30 | 89·72 | 79·90 | 1·37 | 1·49 | 3·13 | 3·94 | 0·93 | 1·02 | 0·77 | 0·97 | 8 |
| ... | ... | 0·80 | 0·46 | 6·52 | 8·05 | 0·24 | 0·26 | 2·01 | 2·29 | 0·67 | 0·63 | 0·18 | 0·22 | 8 |
| ... | ... | ... | ... | 3·69 | 2·05 | 0·31 | 0·27 | 0·87 | 0·89 | 0·36 | 0·41 | 0 08 | 0·06 | 10 |
| ... | ... | 0·03 | 0·03 | 5·63 | 5·66 | 0·61 | 0·20 | 1·26 | 1·66 | 0·26 | 0·23 | 0·05 | 0·17 | 1 |
| ... | ... | 0·01 | 0·08 | 5·45 | 5·15 | 0·26 | 0·23 | 1·89 | 3·31 | 1·00 | 0·92 | ... | ... | 1 |
| ... | ... | ... | ... | 3·06 | 3·39 | 0·38 | 0 33 | 0·97 | 0·91 | 0·41 | 0·40 | 0·10 | 0·07 | 10 |
| ... | ... | 0·86 | 0·25 | 11·08 | 7·74 | 0·19 | 0·15 | 2·93 | 2·98 | 0·24 | 0·41 | 0·20 | 0·20 | 8 |
| ... | ... | 0·39 | 0·12 | 15·87 | 35·52 | 0·04 | ... | 1·56 | 1·26 | 0·20 | 0·03 | 0·06 | 0·02 | 19 |

# APPEN

*Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway. (Detailed in "Index" to Appendix I). | | Railway system. | Serial number. | 156 *a*. | | 157 *a*. | | 158 *a*. | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | TABLE D— | | | | | |
| | | | | PER TOTAL TRAIN-MILE | | | | | |
| Main head. | Sub-head. | | | Clothing. Annas. | | Printing, stationery and tickets. Annas. | | Charges for delivery and collection of goods, etc. Annas. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5' 6" GAUGE. | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur | | 0·06 | 0·09 | 0·19 | 0 18 | 0·01 | 0 01 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India. | | 0·19 | 0·10 | 0·40 | 0·34 | ... | ... |
| 3 | (*a*) | Eastern Bengal | | 0·19 | 0 16 | 0·37 | 0·36 | 0·02 | 0 02 |
| 4 | (*a*) to (*d*) | East Indian | | 0·07 | 0·08 | 0·22 | 0·21 | 0·07 | 0·06 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula | | 0·10 | 0 08 | 0 24 | 0·23 | 0·01 | 0·01 |
| 6 | (*a*) and (*b*) | Madras and Southern Mahratta | | 0·09 | 0·09 | 0·29 | 0·23 | 0·04 | 0·03 |
| 7 | (*a*) and (*b*) | Nizam's Guaranteed State | | 0·05 | 0·08 | 0·25 | 0·20 | ... | 0·01 |
| 8 | (*a*) to (*k*) | North Western | | 0·12 | 0·19 | 0·20 | 0·23 | 0·01 | ... |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand | | 0·10 | 0·21 | 0·24 | 0·23 | 0·02 | 0·02 |
| 10 | (*a*) | South Indian | | 0·05 | 0·01 | 0·03 | 0·05 | ... | ... |
| | | 3' 3¾" GAUGE. | | | | | | | |
| 11 | ..... | Assam-Bengal | | ... | 0·09 | 0·33 | 0·30 | ... | ... |
| 12 | (*a*) and (*b*) | Bengal and North-Western | | 0·02 | 0·05 | 0·21 | 0 22 | ... | ... |
| 14 | (*a*) and (*b*) | Bhavnagar | | 0·08 | 0·07 | 0·68 | 0 48 | ... | ... |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India | | 0·08 | 0·09 | 0·27 | 0·25 | ... | ... |
| 15 | (*a*) to (*c*) | Burma | | 0·12 | 0·08 | 0·29 | 0·28 | 0·02 | 0·01 |
| 3 | (*b*) to (*d*) | Eastern Bengal | | 0·10 | 0·09 | 0·25 | 0·27 | ... | .... |
| 17 | (*a*) to (*c*) | Gondal-Porbandar | | 0·03 | 0·01 | 0·59 | 0·53 | ... | ... |
| 7 | (*c*) and (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | | 0·10 | 0·05 | 0·23 | 0·20 | ... | ... |
| 18 | ..... | Jamnagar | | 0·04 | 0·10 | 0·45 | 0·63 | ... | ... |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner | | 0·03 | 0·04 | 0·34 | 0·29 | ... | ... |
| 20 | (*a*) | Junagad | | 0·01 | 0·04 | 0·78 | 0·77 | 0·01 | ... |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | | 0·11 | 0·04 | 0·25 | 0·22 | ... | ... |
| 10 | (*c*) | Nilgiri | | 0·17 | 0·14 | 0·05 | 0·05 | ... | ... |
| 24 | (*a*) and (*b*) | Rohilkund and Kumaon | | 0·04 | 0·10 | 0·30 | 0·38 | ... | ... |
| 10 | (*f*) | Shoranur-Cochin | | Included with the | | | | | |
| 10 | (*b*), (*d*), (*e*) and (*g*) to (*i*) | South Indian | | 0·04 | 0·01 | 0·30 | 0·40 | ... | ... |
| 25 | ..... | Udaipur-Chitorgarh | | 0·07 | 0·10 | 0·50 | 0·36 | ... | ... |
| | | 2' 6" GAUGE. | | | | | | | |
| 1 | (*b*), (*c*) and (*e*) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | 0·05 | 0·04 | 0·03 | 0·02 | ... | ... |
| 8 | (*l*) | Kalka-Simla | | 0·49 | 0·04 | 0·16 | 0·19 | 0 02 | 0·21 |
| 8 | (*m*) and (*n*) | Kohat-Thal and Nowshera-Durgai | | 0·04 | 0·08 | 0·04 | 0·04 | ... | ... |
| 10 | (*g*) | Morappur-Dharmapuri | | 0·02 | 0·01 | 0·01 | 0·01 | ... | ... |
| 1 | (*g*) | Purulia-Ranchi | | ... | ... | 0·01 | 0 01 | ... | ... |
| 1 | (*h*) | Raipur-Dhamtari | | ... | ... | 0·03 | 0·04 | ... | ... |
| 16 | (*k*) | Tirupattur-Krishnagiri | | 0·02 | 0·01 | 0·02 | 0·02 | ... | ... |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu) | | ... | ... | 0·05 | 0·07 | ... | ... |
| | | 2' 0" GAUGE. | | | | | | | |
| 19 | (*f*) | Pipar Road-Bhavi Light | | 0·06 | ... | 0·02 | ... | ... | ... |

**DIX 12—*continued.***

***during each half of the financial year 1913-14.***

**prepare these statistics.]**

| 159 *a*. | | 160 *a*. | | 161 *a*. | | 162 *a*. | | 152 *b*. | | 153 *b*. | | 154 *b*. | | Number. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TRAFFIC EXPENSES—*contd.* | | | | | | | | | | | | | | |
| —*concld.* | | | | | | | | PER CENT OF TRAFFIC EARNINGS. (*Abstracts H. and I. of Revenue Accounts*). | | | | | | |
| Miscellaneous expenses. | | Payments to other lines. | | Other charges (net) | | Total traffic expenses. | | General superintendence (including office expenses). | | Station staff. | | Train staff. | | Main head. |
| Annas. | | Annas. | | Annas. | | Annas. | | Per cent. | | Per cent. | | Per cent. | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 0·01 | 0·01 | 0·41 | 0·40 | 0·01 | 0·01 | 5·38 | 5·52 | 1·27 | 1·20 | 3·79 | 3·56 | 1·53 | — 1·37 | 1 |
| 0·01 | 0·01 | 0·16 | —*0·19* | ... | ... | 7·09 | 6·03 | 0·90 | 0·75 | 4·26 | 3·78 | 0·88 | 0·80 | 2 |
| 0·08 | 0·04 | ... | ... | 0·05 | 0·05 | 10·06 | 10·72 | 1·87 | 1·94 | 8·84 | 8·07 | 1·73 | 1·70 | 3 |
| 0·02 | 0·02 | 0·09 | 0·10 | 0·01 | 0·01 | 5·93 | 6·15 | 1·30 | 1·27 | 3·54 | 4·03 | 1·80 | 1·75 | 4 |
| 0·02 | 0·01 | 0·10 | 0·06 | 0·01 | 0·01 | 5·75 | 5·84 | 0·97 | 0·84 | 4·28 | 3·41 | 2·33 | 1·84 | 5 |
| 0·09 | 0·06 | ... | —*0·01* | —*0·01* | 0·02 | 5·84 | 4·93 | 0·97 | 1·04 | 3·65 | 2·83 | 1·30 | 1·21 | 6 |
| 0·02 | 0·01 | 0·23 | 0·24 | 0·01 | 0·01 | 4·36 | 4·21 | 1·11 | 0·95 | 2·59 | 2·17 | 1·42 | 1·29 | 7 |
| ... | 0·01 | 0·31 | 0·01 | 0·05 | 0·06 | 7·36 | 7·44 | 1·17 | 1·28 | 5·32 | 5·44 | 1·64 | 1·72 | 8 |
| ... | ... | 0·27 | 0·35 | ... | 0·04 | 5·90 | 6·66 | 1·69 | 1·66 | 4·96 | 4·70 | 1·93 | 1·81 | 9 |
| 0·01 | 0·01 | 0·19 | 0·11 | ... | ... | 4·14 | 3·90 | 1·56 | 1·44 | 3·79 | 3·32 | 1·15 | 1·12 | 10 |
| 0·01 | ... | ... | ... | 0·01 | 0·02 | 6·22 | 6·22 | 2·32 | 1·95 | 6·33 | 6·12 | 1·40 | 1·13 | 11 |
| 0·03 | 0·03 | 0·13 | 0·04 | 0·06 | 0·05 | 3·47 | 3·37 | 1·14 | 0·96 | 3·42 | 3·06 | 0·98 | 0·87 | 12 |
| 0·01 | 0·01 | 0·37 | 0·30 | 0·01 | 0·01 | 5·21 | 4·89 | 1·26 | 1·25 | 4·31 | 4·49 | 0·82 | 0·89 | 14 |
| 0·02 | 0·02 | 0·28 | 0·09 | ... | ... | 5·21 | 4·98 | 1·19 | 1·06 | 4·13 | 4·11 | 1·40 | 1·22 | 2 |
| 0·01 | 0·01 | ... | ... | 0·03 | 0·04 | 5·39 | 5·04 | 1·54 | 1·30 | 4·23 | 3·46 | 1·35 | 1·11 | 15 |
| 0·01 | 0·02 | 0·07 | 0·12 | 0·06 | 0·05 | 5·53 | 6·51 | 2·09 | 1·78 | 5·92 | 5·98 | 1·51 | 1·33 | 2 |
| 0·04 | 0·03 | ... | 0·36 | 0·05 | 0·01 | 4·13 | 4·49 | 1·22 | 1·09 | 3·32 | 3·33 | 0·89 | 0·85 | 17 |
| 0·03 | 0·01 | 0·28 | 0·18 | 0·01 | 0·01 | 4·33 | 4·07 | 1·23 | 1·47 | 3·84 | 2·96 | 2·07 | 1·53 | 7 |
| 0·01 | 0·01 | 0·33 | 0·32 | ... | | 4·66 | 4·66 | 1·53 | 1·94 | 2·75 | 2·56 | 0·72 | 0·79 | 18 |
| ... | ... | 0·26 | 0·42 | 0·07 | —*0·04* | 3·22 | 3·80 | 1·11 | 1·28 | 2·25 | 2·81 | 0·54 | 0·65 | 19 |
| 0·15 | 0·05 | ... | 0·27 | 0·03 | 0·01 | 5·09 | 5·55 | 1·68 | 1·42 | 3·98 | 3·32 | 0·76 | 0·72 | 20 |
| —*0·01* | 0·01 | 0·10 | 0·09 | 0·09 | 0·01 | 4·09 | 3·66 | 1·25 | 1·27 | 3·79 | 3·78 | 1·40 | 1·36 | 6 |
| 0·01 | 0·03 | ... | ... | ... | ... | 7·49 | 7·45 | 1·46 | 1·42 | 4·51 | 5·34 | 1·74 | 2·30 | 10 |
| 0·02 | 0·01 | 0·18 | 0·25 | ... | ... | 4·33 | 4·60 | 1·38 | 1·61 | 3·65 | 3·86 | 0·95 | 1·02 | 24 |
| | | | | | South | Indian | railway | 3′ 3½″ | gauge. | ... | ... | ... | ... | 10 |
| 0·01 | 0·03 | ... | 0·08 | ... | ... | 3·66 | 4·36 | 1·17 | 1·41 | 3·12 | 3·70 | 0·98 | 1·25 | 16 |
| 0·02 | 0·02 | 0·26 | 0·25 | ... | ... | 3·80 | 4·23 | 2·05 | 1·84 | 3·12 | 2·64 | 0·73 | 0·58 | 25 |
| 0·03 | 0·02 | 0·09 | 0·08 | —*0·01* | ... | 4·30 | 3·93 | 2·10 | 1·85 | 4·67 | 4·76 | 1·67 | 1·55 | 1 |
| 0·02 | 0·02 | 0·40 | 0·58 | 0·02 | 0·01 | 7·30 | 8·47 | 1·86 | 2·39 | 4·25 | 6·29 | 1·27 | 1·62 | 8 |
| ... | ... | ... | ... | 0·01 | 0·01 | 3·14 | 3·58 | 0·97 | 0·98 | 3·10 | 3·57 | 2·68 | 2·34 | 8 |
| ... | ... | ... | ... | ... | ... | 1·65 | 1·65 | 1·43 | 1·31 | 4·07 | 4·34 | 1·68 | 1·98 | 10 |
| 0·01 | 0·02 | ... | ... | ... | ... | 2·20 | 2·28 | 1·72 | 0·40 | 3·58 | 3·28 | 0·73 | 0·45 | 1 |
| 0·03 | 0·03 | ... | ... | ... | ... | 3·21 | 3·53 | 0·61 | 0·41 | 4·40 | 4·11 | 2·33 | 1·63 | 1 |
| ... | ... | ... | ... | ... | ... | 1·90 | 1·74 | 1·41 | 1·84 | 3·61 | 3·77 | 1·51 | 1·66 | 10 |
| ... | ... | ... | ... | 0·01 | 0·02 | 3·62 | 3·83 | 0·63 | 0·54 | 9·70 | 10·51 | 0·78 | 1·44 | 8 |
| ... | ... | 0·31 | 0·30 | ... | ... | 2·25 | 1·61 | 0·16 | ... | 6·73 | 5·86 | 0·86 | 0·12 | 19 |

# APPEN

## *Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix 1.) | | Railway system. | Serial number. | 155 *b*. | 156 *b*. | | 157 *b*. | |
|---|---|---|---|---|---|---|---|---|
| | | | | TABLE D— | | | | |
| | | | | PER CENT OF TRAFFIC | | | | |
| Main head. | Sub-head. | | | Fuel, lighting, water and general stores. Per cent. | Clothing. Per cent. | | Printing, stationery and tickets. Per cent. | |
| | | | | 1st half | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5′ 6″ GAUGE. | | | | | | |
| 1 | (*a*) | Bengal-Nagpur | | 0·92 | 0·10 | 0 13 | 0 31 | 0·25 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India | | 1·17 | 0·22 | 0·11 | 0·46 | 0·37 |
| 3 | (*a*) | Eastern Bengal | | 1·75 | 0·28 | 0 20 | 0·57 | 0·46 |
| 4 | (*a*) to (*d*) | East Indian | | 1·23 | 0·10 | 0·12 | 0·32 | 0·31 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula | | 1·19 | 0·17 | 0·11 | 0·41 | 0·31 |
| 6 | (*a*) and (*b*) | Madras and Southern Mahratta | | 0·89 | 0·12 | 0·12 | 0·39 | 0·30 |
| 7 | (*a*) and (*b*) | Nizam's Guaranteed State | | 0·80 | 0·08 | 0 11 | 0·38 | 0 27 |
| 8 | (*a*) to (*k*) | North Western | | 1·16 | 0·16 | 0·28 | 0 28 | 0·33 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand | | 0·83 | 0·17 | 0·37 | 0·43 | 0·40 |
| 10 | (*a*) | South Indian | | 0·78 | 0·09 | 0·02 | 0·00 | 0 08 |
| | | 3′ 3½″ GAUGE. | | | | | | |
| 11 | ..... | Assam-Bengal | | 1·54 | 0·02 | 0·17 | 0 65 | 0·58 |
| 12 | (*a*) and (*b*) | Bengal and North-Western | | 0·84 | 0·04 | 0 09 | 0·46 | 0·41 |
| 14 | (*a*) and (*b*) | Bhavnagar | | 1·58 | 0·17 | 0·15 | 1·33 | 1·01 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India | | 1·75 | 0·14 | 0·14 | 0·50 | 0 43 |
| 15 | (*a*) to (*c*) | Burma | | 1·01 | 0·20 | 0·12 | 0·47 | 0 40 |
| 3 | (*b*) to (*d*) | Eastern Bengal | | 1·50 | 0·22 | 0·17 | 0·55 | 0·47 |
| 17 | (*a*) to (*c*) | Gondal-Porbandar | | 1·15 | 0·05 | 0·03 | 1·15 | 1·05 |
| 7 | (*c*) and (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | | 1·51 | 0·24 | 0·09 | 0·59 | 0·40 |
| 18 | ..... | Jamnagar | | 0·55 | 0·41 | 0·06 | 0·16 | 0·74 |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner | | 1·29 | 1·45 | 0·08 | 0·09 | 0·78 |
| 20 | ..... | Junagad | | 0·70 | 0 66 | 0·02 | 0·07 | 1·25 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | | 0·96 | 0·25 | 0·23 | 0·09 | 0·51 |
| 10 | (*c*) | Nilgiri | | 0·37 | 0·40 | 0·19 | 0·18 | 0·06 |
| 23 | (*a*) and (*b*) | Rohilkund and Kumaon | | 1·22 | 1·11 | 0·07 | 0·19 | 0·57 |
| 10 | (*f*) | Shoranur-Cochin | | ... | ... | Included | with | the |
| 10 | (*b*), (*d*), (*e*) and (*g*) to (*i*). | South Indian | | 0·71 | 1·47 | 0·07 | 0 02 | 0·54 |
| 25 | ..... | Udaipur-Chitorgarh | | 1·14 | 1·64 | 0·18 | 0·18 | 1·22 |
| | | 2′ 6″ GAUGE. | | | | | | |
| 1 | (*b*), (*c*) and (*e*) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | 1·78 | 1·32 | 0·12 | 0·10 | 0·07 |
| 8 | (*l*) | Kalka-Simla | | 1·06 | 1·54 | 0·66 | 0·07 | 0·21 |
| 8 | (*m*) and (*n*) | Kohat-Thal and Nowshera-Durgai | | 0 52 | 0·60 | 0·18 | 0·28 | 0·15 |
| 10 | (*f*) | Morappur-Dharmapuri | | 0·36 | 0·30 | 0·09 | 0·02 | 0·06 |
| 1 | (*g*) | Purulia-Ranchi | | 0·13 | 0·34 | 0·01 | ... | 0·04 |
| 1 | (*h*) | Raipur-Dhamtari | | ... | ... | ... | ... | 0·09 |
| 10 | (*k*) | Tirupattur-Krishnagiri | | 0·37 | 0·30 | 0·09 | 0·02 | 0·05 |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu) | | 0·66 | 0·70 | ... | ... | 0·16 |
| | | 2′ 0″ GAUGE. | | | | | | |
| 19 | (*f*) | Pipar Road-Bhavi Light | | 0·26 | 0·09 | 0·27 | ... | 0·07 |

## DIX 12—*continued.*

*during each half of the financial year 1913-14.*

prepare these statistics.]

| 158 *b*. | 159 *b*. | 160 *b*. | 161 *b*. | 162 *b*. | | 163 *a*. | | |
|---|---|---|---|---|---|---|---|---|
| TRAFFIC EXPENSES—*concld.* | | | | | | TABLE E.—GENERAL CHARGES. | | NUMBER. |
| EARNINGS (*Abstracts H. and I. of Revenue Accounts.*)—*concld.* | | | | | | PER TOTAL TRAIN-MILE. | | |
| Charges for delivery and collection of goods, etc. | Miscellaneous expenses. | Payments to other lines. | Other charges (net). | Total Traffic expenses. | General superintendence per cent on traffic earnings (including steam-boat). | Home expenditure. | | Main head. |
| Per cent. | Per cent. | Per cent. | Per cent. | Per cent. | Per cent. | Annas. | | |
| 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. | 2nd half. | |
| 0·01 / 0·01 | 0·02 / 0·02 | 0·66 / 0·58 | 0·01 / 0·01 | 8·61 / 7·98 | 1·27 / 1·20 | 0·53 | 0·56 | 1 |
| ... / ... | 0·01 / 0·01 | 0·18 / —*0·21* | ... / ... | 8·08 / 6·60 | 0·90 / 0·75 | 0·42 | 0·40 | 2 |
| 0·03 / 0·03 | 0·05 / 0·05 | ... / ... | 0·07 / 0·07 | 15·19 / 14·14 | 1·86 / 1·94 | ... | 0·12 | 3 |
| 0·10 / 0 08 | 0·03 / 0·02 | 0·12 / 0·14 | 0·03 / 0·03 | 8·61 / 8·88 | 1·30 / 1·27 | 0·33 | 0 33 | 4 |
| 0·02 / 0 01 | 0·02 / 0·01 | 0·17 / 0·12 | 0·01 / 0·01 | 9·57 / 8·90 | 0·97 / 0 84 | 0·28 | 0·29 | 5 |
| 0·05 / 0·04 | 0·12 / 0·08 | ... / —*0·01* | —*0·01* / *0·03* | 7·48 / 6·47 | 0·97 / 1·04 | 0·51 | 0·53 | 6 |
| 0·01 / 0·01 | 0·03 / 0·02 | 0·35 / 0·33 | 0·02 / 0·02 | 6·70 / 5·82 | 1·11 / 0·95 | 0·48 | 0 53 | 7 |
| 0·01 / 0·01 | ... / 0·01 | 0·43 / 0·01 | 0·07 / 0·09 | 10·24 / 10·94 | 1·17 / 1·28 | ... | 0 25 | 8 |
| 0·04 / 0·04 | ... / ... | 0·49 / 0·60 | 0·02 / 0·07 | 10·47 / 11·51 | 1·60 / 1·66 | ... | 0·16 | 9 |
| ... / ... | 0·02 / 0·02 | 0·36 / 0·20 | ... / 0·01 | 7 81 / 7·00 | 1·56 / 1·44 | 0·59 | 0·59 | 10 |
| ... / ... | 0·01 / ... | 0·01 / 0·01 | 0·01 / 0 02 | 12·34 / 11·01 | 2·38 / 1·95 | 0·14 | 1·10 | 11 |
| ... / ... | 0·07 / 0·07 | 0·26 / 0·08 | 0·13 / 0·09 | 7·31 / 6 42 | 1·02 / 0·96 | 0·45 | 0·44 | 12 |
| ... / ... | 0·02 / 0·03 | 0·73 / 0·63 | 0·01 / 0·01 | 10·23 / 10·15 | 1·36 / 1·25 | 0·08 | 0·06 | 14 |
| ... / ... | 0·03 / 0 03 | 0·52 / 0·16 | 0·01 / ... | 9·67 / 8·52 | 1·19 / 1·06 | 0·45 | 0 42 | 2 |
| 0·03 / 0·02 | 0·01 / 0·01 | ... / ... | 0·05 / 0·06 | 8·89 / 7·27 | 1·53 / 1·30 | 0·75 | 0·70 | 15 |
| ... / ... | 0·03 / 0·04 | 0·15 / 0·22 | 0·12 / 0·09 | 12·09 / 11·77 | 1·98 / 1·62 | Included | with 5' 6" | gauge 3 |
| ... / ... | 0·06 / 0·06 | ... / 0·70 | 0·10 / 0·02 | 7·94 / 8·23 | 1·22 / 1 09 | 0·04 | 0·02 | 17 |
| ... / ... | 0·07 / 0·03 | 0·70 / 0·35 | 0·03 / 0·01 | 10·98 / 8·00 | 1·93 / 1·47 | 0 63 | 0·66 | 7 |
| ... / ... | 0·02 / 0·02 | 1·39 / 1·41 | ... / ... | 7·76 / 8·38 | 1·53 / 1·94 | 0·05 | 0·03 | 18 |
| ... / ... | ... / ... | 0·77 / 0·83 | 0·16 / —*0·03* | 6·93 / 7·62 | 1·11 / 1·28 | ... | ... | 19 |
| 0·01 / ... | 0·26 / 0·03 | ... / 1·39 | 0·05 / 0·02 | 8·66 / 9·13 | 1·68 / 1·42 | 0·04 | 0 03 | 20 |
| ... / ... | —*0·02* / 0·02 | 0·21 / 0·21 | 0·19 / 0·03 | 8·42 / 8·09 | 1·25 / 1·27 | 0·50 | 0·49 | 6 |
| ... / ... | 0·02 / 0·03 | ... / ... | ... / ... | 8·35 / 9 74 | 1·46 / 1·42 | 0·91 | 0·77 | 10 |
| ... / ... | 0·03 / 0·03 | 0·34 / 0·50 | ... / 0·01 | 8·21 / 9·08 | 1·39 / 1·61 | 0·70 | 0·73 | 24 |
| South Indian railway 3' 3½" gauge. | | ... | ... | ... | ... | ... | ... | 10 |
| ... / ... | 0·02 / 0·06 | ... / 0·07 | ... / 0·01 | 6·61 / 8·79 | 1·17 / 1·41 | 0·57 | 0·57 | 10 |
| ... / ... | 0·05 / 0·05 | 0·62 / 0·47 | ... / ... | 9·11 / 8·09 | 2·05 / 1·84 | ... | ... | 25 |
| ... / ... | 0·06 / 0·05 | 0·23 / 0·21 | 0·04 / 0 01 | 10·71 / 9·91 | 2·10 / 1·85 | 1·71 | 1·72 | 1 |
| 0·03 / 0·34 | 0·03 / 0·02 | 0·55 / 0·93 | 0·03 / 0·02 | 9·95 / 13·52 | 1·86 / 2·39 | ... | 0·05 | 8 |
| ... / ... | ... / ... | ... / ... | 0·03 / 0·05 | 12·63 / 13 19 | 0·97 / 0·98 | ... | 0·04 | 8 |
| ... / ... | 0·01 / 0·01 | ... / ... | ... / ... | 7·70 / 8·04 | 1·43 / 1·31 | 0·22 | 0·20 | 10 |
| ... / ... | 0·04 / 0·04 | ... / ... | ... / ... | 6·35 / 4 64 | 1·73 / 0·40 | 1·04 | 1·59 | 1 |
| ... / ... | 0·07 / 0·05 | ... / ... | ... / ... | 7·50 / 6·37 | 0·61 / 0·41 | 2·22 | 2·56 | 1 |
| ... / ... | 0·01 / 0·02 | ... / ... | ... / ... | 7·05 / 7·18 | 1·41 / 1·24 | 0·27 | 0·25 | 10 |
| ... / ... | ... / ... | ... / ... | 0·04 / 0·07 | 11·97 / 13·49 | 0·51 / 0·54 | ... | 0·07 | 8 |
| ... / ... | ... / ... | 1·34 / 1·42 | ... / ... | 9·69 / 7·49 | 0·16 / ... | ... | ... | 19 |

# APPEN

*Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway. (Detailed in "Index" to Appendix 91). | | Railway system. | Serial number. | 164 *a*. | | 165 *a*. | | 166 *a*. | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | TABLE E.— | | | | | |
| | | | | PER TOTAL | | | | | |
| Main head. | Sub-head. | | | Agent's Office-salaries and expenses. Annas. | | Audit, accounts and pay office. Annas. | | Stores Department. Annas. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5′ 6″ GAUGE. | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur | | 0·24 | 0·23 | 0·62 | 0·64 | 0·19 | 0·20 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India | | 0·22 | 0 24 | 0·85 | 0·82 | 0·35 | 0·36 |
| 3 | (*a*) | Eastern Bengal | | 0·25 | 0·25 | 0·77 | 0·78 | 0·28 | 0·32 |
| 4 | (*a*) to (*d*) | East Indian | | 0·12 | 0·12 | 0·42 | 0·41 | 0·17 | 0·17 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula | | 0·14 | 0·14 | 0·58 | 0·57 | 0·18 | 0·19 |
| 6 | (*a*) and (*b*) | Madras and Southern Mahratta | | 0·25 | 0·26 | 0·75 | 0·74 | 0·30 | 0·31 |
| 7 | (*a*) and (*b*) | Nizam's Guaranteed State | | 0·24 | 0·24 | 0·98 | 0·95 | 0·16 | 0·16 |
| 8 | (*a*) to (*k*) | North Western | | 0·11 | 0·16 | 0·55 | 0·54 | 0·29 | 0·30 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand | | 0·26 | 0·21 | 0·72 | 0·74 | 0·24 | 0·25 |
| 10 | (*a*) | South Indian | | 0·18 | 0·16 | 0·51 | 0·54 | 0·18 | 0·18 |
| | | 3′ 3¾″ GAUGE. | | | | | | | |
| 11 | | Assam-Bengal | | 0·52 | 0·51 | 1·03 | 0·91 | 0·37 | 0·30 |
| 12 | (*a*) and (*b*) | Bengal and North-Western | | 0·19 | 0·20 | 0·51 | 0·51 | 0·09 | 0·09 |
| 14 | (*a*) and (*b*) | Bhavnagar | | 0·44 | 0·47 | 1·05 | 0·96 | 0·17 | 0·15 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India | | 0·14 | 0·15 | 0·53 | 0·52 | 0·19 | 0·17 |
| 15 | (*a*) to (*c*) | Burma | | 0·33 | 0·31 | 0·69 | 0·64 | 0·22 | 0·20 |
| 3 | (*b*) to (*d*) | Eastern Bengal | | Included with 5′ 6″ gauge. | | | | ... | ... |
| 17 | (*a*) to (*c*) | Gondal-Porbandar | | 0·32 | 0·30 | 1·07 | 0·94 | 0·16 | 0·14 |
| 7 | (*c*) and (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | | 0·31 | 0·31 | 1·29 | 1·18 | 0·22 | 0·20 |
| 18 | | Jamnagar | | 1·05 | 1·32 | 1·62 | 1·59 | 0·22 | 0·23 |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner | | 0·18 | 0·21 | 0·48 | 0·54 | 0·13 | 0·15 |
| 20 | | Junagad | | 0·78 | 0·84 | 1·06 | 1·06 | 0·53 | 0·57 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | | 0·18 | 0·16 | 0·51 | 0·47 | 0·19 | 0·19 |
| 10 | (*b*) | Nilgiri | | 0·27 | 0·21 | 0·82 | 0·70 | 0·27 | 0·23 |
| 24 | (*a*) and (*b*) | Rohilkund and Kumaon | | 0·29 | 0·30 | 0·90 | 0 97 | 0·16 | 0·16 |
| 10 | (*f*) | Shoranur-Cochin | | ... | ... | ... | Included with the | | |
| 10 | (*b*), (*d*), (*e*) and (*g*) to (*i*) | South Indian | | 0·17 | 0·15 | 0·65 | 0·68 | 0 20 | 0·21 |
| 25 | | Udaipur-Chitorgarh | | 0·82 | 0·86 | 0·73 | 0·84 | 0·07 | 0·07 |
| | | 2′ 6″ GAUGE | | | | | | | |
| 1 | (*b*), (*c*) and (*e*) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | 0·14 | 0·11 | 0·45 | 0·40 | 0·09 | 0·01 |
| 8 | (*l*) | Kalka-Simla | | 0·77 | 0·73 | 0·17 | 0·11 | 0·18 | 0·24 |
| 8 | (*m*) and (*n*) | Kohat-Thal and Nowshera-Durgai | | 0·02 | 0·03 | 0·09 | 0·10 | 0·04 | 0·05 |
| 10 | (*j*) | Morrappur-Dharmapuri | | 0·07 | 0·05 | 0·19 | 0·18 | 0·07 | 0·07 |
| 1 | (*g*) | Purulia-Ranchi | | 0·12 | 0 14 | 0 36 | 0·45 | 0·08 | 0.01 |
| 1 | (*h*) | Raipur-Dhamtari | | 0·15 | 0·19 | 0 55 | 0·60 | 0·09 | 0·01 |
| 10 | (*k*) | Tirupattur-Krishnagiri | | 0·03 | 0·07 | 0·24 | 0·22 | 0·09 | 0·09 |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu) | | 0·03 | 0 05 | 0·13 | 0·16 | 0·07 | 0·09 |
| | | 2′ 0″ GAUGE. | | | | | | | |
| 19 | (*f*) | Pipar Road-Bhavi Light | | ... | ... | 0·48 | 0·29 | ... | ... |

**DIX 12—*continued.***

***during each half of the financial year 1913-14.***

**prepare these statistics].**

| 167 *a.* | 168 *a.* | 168-A *a.* | 169 *a.* | 170 *a.* | 171 *a.* | 172 *a.* | Number. |
|---|---|---|---|---|---|---|---|
| GENERAL CHARGES—*contd.* | | | | | | | |
| TRAIN-MILE—*contd.* | | | | | | | |

| Medical Department. | | Rents and miscellaneous. | | Electricity and repairs and renewals of electric plant. | | Police. | | Advertising. | | Electric telegraph. | | Other charges (net). | | Main head. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annas. | | Annas. | | Annas. | | Annas. | | Annas. | | Annas. | | Annas. | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 0·21 | 0·21 | 0·26 | 0 24 | ... | ... | 0·23 | 0·26 | 0·03 | 0·03 | 0·75 | 0·78 | 0·02 | 0·01 | 1 |
| 0·15 | 0 14 | 0·26 | 0·17 | ... | ... | 0·36 | 0 33 | 0·02 | 0·01 | 0·78 | 0·72 | 0·01 | 0·01 | 2 |
| 0·18 | 0·18 | 0·41 | 0·38 | ... | ... | 0·15 | 0·16 | 0·02 | 0·02 | 0·63 | 0·69 | ... | 0·03 | 3 |
| 0·16 | 0·15 | 0·24 | 0·21 | ... | ... | 0·23 | 0·26 | 0·01 | 0·01 | 0·62 | 0·65 | 0·03 | 0·03 | 4 |
| 0·11 | 0·11 | 0·15 | 0·16 | ... | ... | 0·19 | 0 22 | 0·01 | 0·01 | 0·73 | 0·88 | 0 02 | 0·02 | 5 |
| 0·17 | 0·17 | 0·25 | 0·22 | ... | ... | 0·48 | 0·55 | ... | 0·01 | 0·75 | 0·75 | 0·03 | 0 02 | 6 |
| 0·15 | 0·15 | 0·28 | 0·27 | ... | ... | 0·51 | 0·51 | ... | 0 01 | 0·57 | 0·56 | ... | —0·05 | 7 |
| 0·14 | 0·17 | 0·33 | 0·21 | ... | ... | 0·16 | 0·20 | 0 03 | 0·03 | 0·72 | 0·76 | 0·29 | 0·83 | 8 |
| 0·13 | 0 13 | 0·34 | 0·32 | ... | ... | 0·14 | 0·14 | 0 01 | 0·02 | 0·72 | 0·74 | 0·01 | 0·02 | 9 |
| 0·21 | 0·16 | 0·02 | 0·06 | ... | ... | 0·37 | 0·41 | ... | ... | 0·59 | 0·57 | ... | 0·01 | 10 |
| 0·42 | 0·40 | 0·31 | 0·23 | ... | ... | 0·39 | 0·40 | 0·01 | 0·01 | 0·85 | 0·77 | 0·01 | 0·02 | 11 |
| 0·10 | 0·10 | 0·10 | 0·07 | ... | ... | 0·23 | 0·23 | 0 01 | ... | 0·53 | 0·55 | 0·01 | 0·03 | 12 |
| 0 18 | 0·17 | 0·44 | 0·29 | ... | ... | 0·58 | 0·55 | 0·02 | 0 01 | 0·73 | 0·73 | 0·02 | 0·06 | 14 |
| 0·19 | 0·17 | 0·15 | 0·10 | ... | ... | 0·30 | 0·47 | 0·01 | 0·01 | 0·71 | 0·67 | ... | ... | 2 |
| 0·30 | 0·30 | 0·29 | 0·21 | ... | ... | 0·38 | 0·38 | 0·02 | 0·01 | 0·79 | 0·72 | 0·01 | 0·01 | 15 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 |
| 0·12 | 0·10 | 0·49 | 0 30 | ... | ... | 0·45 | 0·95 | 0·01 | 0·01 | 0·47 | 1·13 | 0·01 | 0·02 | 17 |
| 0·29 | 0·26 | 0·34 | 0·29 | ... | ... | 0·54 | 0 50 | ... | ... | 0·70 | 0·63 | 0·01 | —0·07 | 7 |
| 0·03 | 0·12 | 0·47 | 0·45 | ... | ... | 0·88 | 0·62 | ... | 0·01 | 0·39 | 0·40 | 0·03 | 0·07 | 18 |
| 0·05 | 0·06 | 0·18 | 0·18 | ... | ... | 0·11 | 0·19 | ... | 0·01 | 0·57 | 0·70 | 0·01 | 0·03 | 19 |
| 0·12 | 0·12 | 0·70 | 0·54 | ... | ... | 0·90 | 1·49 | 0·05 | 0 03 | 0·54 | 0·84 | 0·02 | 0·03 | 20 |
| 0 15 | 0·14 | 0·14 | 0·13 | ... | ... | 0·35 | 0·38 | 0·01 | ... | 0·79 | 0 73 | 0·01 | 0·01 | 6 |
| 0·56 | 0·46 | 0·13 | 0·08 | ... | ... | 0·60 | 0·59 | ... | ... | 0·85 | 0·82 | 0·01 | 0·01 | 10 |
| 0·11 | 0·11 | 0·22 | 0·24 | ... | ... | 0·30 | 0·29 | 0·01 | ... | 0·57 | 0·65 | ... | 0 03 | 24 |
| South | Indian | Railway | 3' 3⅜" | gauge. | ... | ... | ... | ... | ... | ... | ... | ... | ... | 10 |
| 0·13 | 0·14 | 0·19 | 0·19 | ... | ... | 0·31 | 0·37 | 0·01 | 0·02 | 0·53 | 0·55 | 0·05 | 0 05 | 10 |
| 0·14 | 0·13 | 0·24 | 0·09 | ... | ... | ... | ... | ... | ... | 0·47 | 0·50 | 0·02 | 0·05 | 25 |
| 0·22 | 0·17 | 0·04 | 0·03 | ... | ... | 0·19 | 0·22 | ... | ... | 0·98 | 0·81 | ... | ... | 1 |
| 0·23 | 0·23 | 0·26 | 0·35 | ... | ... | 0·23 | 0·30 | 0·02 | 0·05 | 0·48 | 0·53 | 0·04 | 0·16 | 8 |
| 0·24 | 0·23 | 0·10 | 0·09 | ... | ... | 0·67 | 0·30 | ... | 0·01 | 0·82 | 0·81 | 0·05 | 0·15 | 8 |
| | | | | ... | ... | | | | | | | | | |
| 0·11 | 0·15 | ... | 0·01 | ... | ... | 0·18 | 0·19 | ... | ... | 0·27 | 0·26 | ... | ... | 10 |
| 0·17 | 0·15 | 0·04 | ... | ... | ... | 0·05 | 0 05 | ... | ... | 0·60 | 0·56 | ... | ... | 1 |
| 0·08 | 0·07 | 0·02 | 0 02 | ... | ... | 0·05 | 0·05 | ... | ... | 0·37 | 0·37 | ... | ... | 1 |
| 0·06 | 0·08 | ... | ... | ... | ... | 0·26 | 0·27 | ... | ... | 0·27 | 0·27 | ... | ... | 10 |
| 0·04 | 0·07 | 0·06 | 0·31 | ... | ... | 0·47 | 0·39 | 0·01 | 0·01 | 1·64 | 1·01 | 0·07 | 0·08 | 8 |
| ... | ... | 0·09 | 0·04 | ... | ... | 0·02 | ... | ... | ... | ... | ... | ... | ... | 19 |

# APPEN

## *Analysis of working of each railway system*

[Note—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Serial number. | 173 *a*. | | 163 *b*. | | 164 *b*. | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | TABLE E.— | | | | | |
| | | | | PER TOTAL TRAIN-MILE—*concld.* | | PER CENT ON | | | |
| Main head. | Sub-head. | | | Total General charges. Annas. | | Home expenditure. Per cent. | | Agent's office—salaries and expenses. Per cent. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5′ 6″ GAUGE. | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur | | 3·08 | 3·16 | 0·83 | 0·78 | 0·37 | 0·31 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India | | 3·42 | 3·20 | 0·48 | 0·43 | 0·24 | 0·25 |
| 3 | (*a*) | Eastern Bengal | | 2·69 | 2·92 | ... | 0·18 | 0·41 | 0·37 |
| 4 | (*a*) to (*d*) | East Indian | | 2·33 | 2·33 | 0·47 | 0·46 | 0·18 | 0·17 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula | | 2·39 | 2·39 | 0·46 | 0·39 | 0·23 | 0·19 |
| 6 | (*a*) and (*b*) | Madras and Southern Mahratta | | 3·49 | 3·56 | 0·67 | 0·68 | 0·33 | 0·33 |
| 7 | (*a*) and (*b*) | Nizam's Guaranteed State | | 3·37 | 3·33 | 0·70 | 0·68 | 0·35 | 0·32 |
| 8 | (*a*) to (*k*) | North Western | | 2·64 | 3·48 | ... | 0·35 | 0·15 | 0·22 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand | | 2·57 | 2·73 | ... | 0·25 | 0 41 | 0·33 |
| 10 | (*a*) | South Indian | | 2·65 | 2·68 | 1·01 | 0·98 | 0·31 | 0·26 |
| | | 3′ 3¾″ GAUGE. | | | | | | | |
| 11 | | Assam-Bengal | | 5·05 | 4·65 | 2·13 | 1·81 | 0·97 | 0·85 |
| 12 | (*a*) and (*b*) | Bengal and North-Western | | 2·22 | 2·21 | 0·87 | 0 82 | 0·36 | 0·37 |
| 14 | (*a*) and (*b*) | Bhavnagar | | 3·71 | 3·45 | 0·15 | 0·12 | 0·83 | 0·93 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India | | 2·67 | 2·68 | 0·81 | 0·72 | 0·24 | 0·25 |
| 15 | (*a*) to (*c*) | Burma | | 3·78 | 3·48 | 1·21 | 0·98 | 0·54 | 0·44 |
| 3 | (*b*) to (*d*) | Eastern Bengal | | Included with the 5′ 6″ gauge. | | | | ... | ... |
| 17 | (*a*) to (*c*) | Gondal-Porbandar | | 3·14 | 3·91 | 0·08 | 0·04 | 0·59 | 0·57 |
| 7 | (*c*) and (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | | 4·33 | 3·96 | 1·55 | 1·26 | 0·27 | 0·59 |
| 18 | | Jamnagar | | 4·73 | 4 94 | 0·08 | 0·04 | 1·71 | 2 23 |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner | | 1·71 | 2·07 | ... | ... | 0·39 | 0·41 |
| 20 | | Junagad | | 4·74 | 5·55 | 0·06 | 0 05 | 1·27 | 1·23 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | | 2·83 | 2 70 | 1·01 | 1·06 | 0·36 | 0·36 |
| 10 | (*c*) | Nilgiri | | 4·42 | 3·87 | 0·99 | 1·00 | 0·31 | 0·26 |
| 24 | (*a*) and (*b*) | Rohilkund and Kumaon | | 3·26 | 3·43 | 1·23 | 1·85 | 0·50 | 0·56 |
| 10 | (*f*) | Shoranur-Cochin | | | | | | Included with the | |
| 10 | (*b*), (*d*), (*e*) and (*g*) to (*i*) | South Indian | | 2·81 | 2·93 | 1·01 | 1·11 | 0·30 | 0·30 |
| 25 | | Udaipur-Chitorgarh | | 2·49 | 2·54 | ... | ... | 1·89 | 1·60 |
| | | 2′ 6″ GAUGE. | | | | | | | |
| 1 | (*b*), (*c*) and (*e*) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | 3·77 | 3 47 | 4·22 | 4·26 | 0·36 | 0·29 |
| 8 | (*l*) | Kalka-Simla | | 2·38 | 2·75 | ... | 0·08 | 1·03 | 1·14 |
| 8 | (*m*) and (*n*) | Kohat-Thal and Nowshera-Durgai | | 3·03 | 1·81 | ... | 0·16 | 0·07 | 0 10 |
| 10 | (*j*) | Morappur-Dharmapuri | | 1·11 | 1·11 | 1·00 | 0·97 | 0·31 | 0·26 |
| 1 | (*g*) | Purulia-Ranchi | | 2·46 | 2·95 | 2·85 | 3·17 | 0·34 | 0·23 |
| 1 | (*h*) | Raipur-Dhamtari | | 3·54 | 3·87 | 5·19 | 4·53 | 0 36 | 0 35 |
| 10 | (*k*) | Tirupattur-Krishnagiri | | 1·27 | 1·20 | 1·00 | 1·02 | 0·30 | 0·27 |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu) | | 2·52 | 2·24 | ... | 0·22 | 0·08 | 0·13 |
| | | 2′ 0″ GAUGE. | | | | | | | |
| 19 | (*f*) | Pipar Road-Bhavi Light | | 0·59 | 0·33 | ... | ... | ... | ... |

## DIX 12—*continued.*

*during each half of the financial year 1913-14.*

**prepare these statistics.]**

| 165 *b.* | | 166 *b.* | | 167 *b.* | | 168 *b.* | | 168-A *b.* | | 169 *b.* | | 170 *b.* | | NUMBER. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GENERAL CHARGES—*contd.* | | | | | | | | | | | | | | |
| TOTAL EARNINGS. | | | | | | | | | | | | | | |
| Audit, accounts and pay office. | | Stores Department. | | Medical Department. | | Rents and miscellaneous. | | Electricity and repairs and renewals of electric plant. | | Police. | | Advertising. | | Main head. |
| Per cent. | | Per cent. | | Per cent. | | Per cent. | | Per cent. | | Per cent. | | Per cent. | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 0·96 | 0·90 | 0·30 | 0·27 | 0·33 | 0·30 | 0·40 | 0·33 | ... | ... | 0·35 | 0·36 | 0·04 | 0·04 | 1 |
| 0·95 | 0·87 | 0·39 | 0·38 | 0·17 | 0·16 | 0·29 | 0·18 | ... | ... | 0·41 | 0·35 | 0·02 | 0·01 | 2 |
| 1·29 | 1·12 | 0·47 | 0·46 | 0·30 | 0·25 | 0·69 | 0·55 | ... | ... | 0·25 | 0·28 | 0·02 | 0·03 | 3 |
| 0·59 | 0·58 | 0·24 | 0·23 | 0·22 | 0·21 | 0·33 | 0·30 | ... | ... | 0·33 | 0·37 | 0·02 | 0·02 | 4 |
| 0·95 | 0·77 | 0·30 | 0·27 | 0·16 | 0·15 | 0·25 | 0·21 | ... | ... | 0·32 | 0·30 | 0·01 | 0·01 | 5 |
| 0·98 | 0·94 | 0·38 | 0·40 | 0·22 | 0·22 | 0·32 | 0·28 | ... | ... | 0·61 | 0·70 | 0·01 | 0·01 | 6 |
| 1·43 | 1·23 | 0·24 | 0·21 | 0·22 | 0·19 | 0·41 | 0·35 | ... | ... | 0·75 | 0·66 | ... | 0·01 | 7 |
| 0·75 | 0·76 | 0·39 | 0·43 | 0·19 | 0·24 | 0·46 | 0·33 | ... | ... | 0·25 | 0·29 | 0·03 | 0·05 | 8 |
| 1·12 | 1·15 | 0·38 | 0·38 | 0·21 | 0·21 | 0·54 | 0·50 | ... | ... | 0·21 | 0·22 | 0·02 | 0·03 | 9 |
| 0·89 | 0·88 | 0·31 | 0·30 | 0·37 | 0·26 | 0·04 | 0·10 | ... | ... | 0·63 | 0·67 | ... | ... | 10 |
| 1·92 | 1·51 | 0·09 | 0·49 | 0·79 | 0·65 | 0·57 | 0·38 | ... | ... | 0·73 | 0·66 | 0·01 | 0·02 | 11 |
| 0·99 | 0·94 | 0·18 | 0·17 | 0·20 | 0·18 | 0·19 | 0·14 | ... | ... | 0·44 | 0·42 | 0·02 | 0·01 | 12 |
| 1·97 | 1·90 | 0·31 | 0·29 | 0·34 | 0·34 | 0·33 | 0·57 | ... | ... | 1·09 | 1·09 | 0·05 | 0·04 | 14 |
| 0·95 | 0·37 | 0·34 | 0·29 | 0·33 | 0·28 | 0·28 | 0·17 | ... | ... | 0·55 | 0·79 | 0·02 | 0·01 | 2 |
| 1·12 | 0·91 | 0·35 | 0·29 | 0·49 | 0·42 | 0·47 | 0·25 | ... | ... | 0·61 | 0·54 | 0·03 | 0·03 | 15 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 |
| 2·00 | 1·79 | 0·29 | 0·27 | 0·25 | 0·19 | 0·91 | 0·57 | ... | ... | 0·85 | 1·82 | 0·02 | 0·02 | 17 |
| 3·16 | 2·25 | 0·53 | 0·39 | 0·70 | 0·50 | 0·83 | 0·56 | ... | ... | 1·32 | 0·96 | 0·01 | 0·01 | 7 |
| 2·64 | 2·68 | 0·37 | 0·39 | 0·08 | 0·08 | 0·76 | 0·76 | ... | ... | 1·44 | 1·39 | ... | 0·02 | 18 |
| 1·00 | 1·06 | 0·27 | 0·30 | 0·11 | 0·11 | 0·38 | 0·36 | ... | ... | 0·24 | 0·37 | ... | 0·01 | 19 |
| 1·73 | 1·68 | 0·37 | 0·90 | 0·20 | 0·19 | 1·15 | 0·86 | ... | ... | 1·48 | 2·37 | 0·08 | 0·05 | 20 |
| 1·03 | 1·02 | 0·39 | 0·49 | 0·31 | 0·30 | 0·29 | 0·29 | ... | ... | 0·71 | 0·82 | 0·01 | 0·01 | 6 |
| 0·91 | 0·91 | 0·30 | 0·30 | 0·62 | 0·60 | 0·14 | 0·10 | ... | ... | 0·66 | 0·77 | ... | ... | 10 |
| 1·56 | 1·78 | 0·23 | 0·29 | 0·19 | 0·20 | 0·39 | 0·45 | ... | ... | 0·51 | 0·54 | 0·02 | ... | 24 |
| South | Indian | Railway, | 3′ 3½″ | gauge. | | | | ... | ... | ... | .. | ... | ... | 10 |
| 1·14 | 1·33 | 0·36 | 0·40 | 0·23 | 0·27 | 0·33 | 0·39 | ... | ... | 0·56 | 0·73 | 0·02 | 0·03 | 10 |
| 1·68 | 0·54 | 0·17 | 0·13 | 0·33 | 0·25 | 0·55 | 0·16 | ... | ... | ... | ... | ... | ... | 25 |
| 1·10 | 0·98 | 0·22 | 0·02 | 0·54 | 0·42 | 0·09 | 0·07 | ... | ... | 0·47 | 0·56 | ... | ... | 1 |
| 0·23 | 0·17 | 0·24 | 0·38 | 0·32 | 0·37 | 0·35 | 0·15 | ... | ... | 0·30 | 0·48 | 0·03 | 0·07 | 8 |
| 0·34 | 0·35 | 0·18 | 0·19 | 0·06 | 0·87 | 0·41 | 0·34 | ... | ... | 2·64 | 1·14 | 0·02 | 0·02 | 8 |
| 0·90 | 0·88 | 0·31 | 0·32 | 0·53 | 0·73 | ... | 0·04 | ... | ... | 0·85 | 0·93 | ... | ... | 10 |
| 0·99 | 0·89 | 0·21 | 0·02 | 0·48 | 0·20 | 0·10 | 0·01 | ... | ... | 0·13 | 0·09 | ... | ... | 1 |
| 1·28 | 1·07 | 0·22 | 0·02 | 0·19 | 0·12 | 0·05 | 0·03 | ... | ... | 0·11 | 0·09 | ... | ... | 1 |
| 0·89 | 0·93 | 0·32 | 0·36 | 0·21 | 0·18 | ... | ... | ... | ... | 0·97 | 1·10 | ... | ... | 10 |
| 0·36 | 0·47 | 0·19 | 0·26 | 0·12 | 0·21 | 0·16 | 0·93 | ... | ... | 1·26 | 1·15 | 0·02 | 0·03 | 8 |
| 2·08 | 1·32 | ... | ... | .. | ... | 0·40 | 0·19 | ... | ... | 0·07 | 0·02 | ... | ... | 19 |

# APPEN

## *Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Serial number. | 171 *b*. | | 172 *b*. | | 173 *b*. | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | TABLE E.—GENERAL CHARGES—*concld.* | | | | | |
| | | | | PER CENT ON TOTAL EARNINGS—*concld.* | | | | | |
| Main head. | Sub-head. | | | Electric telegraph. Per cent. | | Other charges (net). Per cent. | | Total General charges. Per cent. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5′ 6″ GAUGE. | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur | | 1·16 | 1·09 | 0·03 | 0·08 | 4·25 | 4·40 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India | | 0·37 | 0·77 | 0·03 | 0 01 | 3·84 | 3·40 |
| 3 | (*a*) | Eastern Bengal | | 1·08 | 1·01 | 0·03 | 0·02 | 4·54 | 4·22 |
| 4 | (*a*) to (*d*) | East Indian | | 0·83 | 0·92 | 0·04 | 0 03 | 3·30 | 3·29 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula | | 1·20 | 0·93 | 0·03 | 0·02 | 3·93 | 3·24 |
| 6 | (*a*) and (*b*) | Madras and Southern Mahratta | | 0·97 | 0·96 | 0·04 | 0·03 | 4·53 | 4·55 |
| 7 | (*a*) and (*b*) | Nizam's Guaranteed State | | 0·83 | 0·73 | ... | —0·07 | 4·23 | 4·21 |
| 8 | (*a*) to (*k*) | North Western | | 0·98 | 1·07 | 0·40 | 1·17 | 3·60 | 4·90 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand | | 1·14 | 1·15 | 0·01 | 0·03 | 4·04 | 4·25 |
| 10 | (*a*) | South Indian | | 1·02 | 0 93 | 0·01 | 0·01 | 4·59 | 4·39 |
| | | 3′ 3¾″ GAUGE. | | | | | | | |
| 11 | | Assam-Bengal | | 1·60 | 1·28 | 0·01 | 0·03 | 9·42 | 7·68 |
| 12 | (*a*) and (*b*) | Bengal and North-Western | | 1·04 | 1·02 | 0 01 | 0·03 | 4·30 | 4 10 |
| 14 | (*a*) and (*b*) | Bhavnagar | | 1·38 | 1·44 | 0·03 | 0 11 | 6·98 | 6·83 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India | | 1·27 | 1·12 | 0·01 | ... | 4·80 | 4·50 |
| 15 | (*a*) to (*c*) | Burma | | 1·28 | 1·02 | 0·01 | 0·02 | 6·11 | 4 94 |
| 3 | (*b*) to (*d*) | Eastern Bengal | | Included with the 5′ 6″ gauge. | | | | ... | ... |
| 17 | (*a*) to (*c*) | Gondal-Porbandar | | 0·89 | 2·15 | 0·03 | 0·04 | 5·89 | 7·46 |
| 7 | (*c*) and (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | | 1·70 | 1·20 | 0·03 | —0 12 | 10·60 | 7·61 |
| 18 | | Jamnagar | | 0·64 | 0·68 | 0·05 | 0·11 | 7·72 | 8·33 |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner | | 1·20 | 1 37 | 0·03 | 0 07 | 3·62 | 4·06 |
| 20 | | Junagad | | 0·88 | 1·33 | 0·04 | 0 05 | 7·76 | 8·31 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | | 1·61 | 1·80 | 0·03 | 0 03 | 5·75 | 5·89 |
| 10 | (*c*) | Nilgiri | | 0 95 | 1·07 | 0·01 | 0·01 | 4·89 | 5·02 |
| 24 | (*a*) and (*b*) | Rohilkund and Kumaon | | 0·98 | 1·20 | 0·01 | 0·05 | 5·67 | 6·42 |
| 10 | (*f*) | Shoranur-Cochin | | | | | Included with the | | |
| 10 | (*b*), (*d*), (*e*) and (*g*) to (*i*) | South Indian | | 0·93 | 1·10 | 0·09 | 0·10 | 4·97 | 5·76 |
| 25 | | Udaipur-Chitorgarh | | 1·09 | 0·92 | 0·06 | 0·10 | 5 73 | 3·70 |
| | | 2′ 6″ GAUGE. | | | | | | | |
| 1 | (*b*), (*c*) and (*e*) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions | | 2·30 | 2·02 | ... | ... | 9·30 | 8·62 |
| 8 | (*l*) | Kalka-Simla | | 0·64 | 0·84 | 0·06 | 0·24 | 3·20 | 4·22 |
| 8 | (*m*) and (*n*) | Kohat-Thal and Nowshera-Durgai | | 3·25 | 2 99 | 0·18 | 0·54 | 8·05 | 6·70 |
| 10 | (*j*) | Morappur-Dharmapuri | | 1 24 | 1·26 | 0·01 | 0 01 | 5·15 | 5·40 |
| 1 | (*g*) | Purulia-Ranchi | | 1·64 | 1·11 | ... | ... | 8·74 | 5·87 |
| 1 | (*h*) | Raipur-Dhamtari | | 0 85 | 0·66 | ... | ... | 8·25 | 6 87 |
| 10 | (*k*) | Tirupattur-Krishnagiri | | 0·99 | 1·10 | 0·01 | 0·01 | 4·69 | 4·92 |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu) | | 4·45 | 3·00 | 0·19 | 0 24 | 6·83 | 6·64 |
| | | 2′ 0″ GAUGE. | | | | | | | |
| 19 | (*f*) | Pipar Road-Bhavi Light | | ... | ... | ... | ... | 2·55 | 1·53 |

## DIX 12—*continued.*

*during each half of the financial year 1913-14.*

prepare these statistics.]

| 174 | | 175 | | 176 | | 177 | | 178 | | 179 | | 180 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TABLE G.—SPECIAL AND MISCELLANEOUS EXPENSES. | | | | | | | | | | | | FROM APPENDIX I OF THE ANALYSIS OF WORKING OF EACH RAILWAY. | | NUMBER. |
| PER CENT ON GROSS EARNINGS. | | | | | | | | | | | | | | |
| Law charges. | | Compensation. | | Rates and taxes. | | Payments to other lines. | | Other charges (net). | | Total special and miscellaneous expenses. | | Average number of locomotives on the line. | | Main head. |
| Per cent. | | Per cent. | | Per cent. | | Per cent. | | Per cent. | | Per cent. | | No. | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| 0·03 | 0·02 | 0·15 | 0·09 | 0 15 | 0·14 | 1·50 | 1·10 | 1·78 | 1·48 | 3·61 | 2·83 | 402 | 405 | 1 |
| 0·03 | 0·03 | 0·62 | 0·39 | 0·06 | 0·32 | 0·53 | 1·06 | 1·38 | 1·30 | 2·62 | 3·70 | 328 | 346 | 2 |
| 0·07 | 0·04 | 1·16 | 0·69 | 0·20 | 0·42 | 0 87 | 2 98 | 1·42 | 1·28 | 3·72 | 5 41 | 253 | 262 | 3 |
| 0·13 | + 0 04 | 0·48 | 0·31 | 0 19 | 0·23 | 2 27 | 2·51 | 1·29 | 1 25 | 4·36 | 4·54 | 1,093 | 1,185 | 4 |
| 0·08 | 0·01 | 0·50 | 0·46 | 0·23 | 0 30 | 2·74 | 2·11 | 1·52 | 1·28 | 5·07 | 4·06 | 1,066 | 1,100 | 5 |
| 0·02 | 0·03 | 0·19 | 0·25 | 0·26 | 0·27 | 0·97 | 1·15 | 1·59 | 1·49 | 3·03 | 3·19 | 251 | 252 | 6 |
| 0·01 | 0 02 | 0·05 | 0 02 | 0·02 | ... | 0·53 | 0 59 | 0·70 | 1·80 | 1·34 | 2·43 | 65 | 65 | 7 |
| ... | 0·01 | 0·93 | 0 43 | 0·15 | 0 15 | 1·08 | 0 19 | 0·94 | 1·47 | 3·10 | 2·25 | 1,208 | 1,254 | 8 |
| 0·01 | 0 02 | 0·39 | 0 47 | 0·04 | 0·07 | 0·58 | 0·60 | 1·34 | 1 34 | 2·26 | 2·50 | 269 | 274 | 9 |
| ... | ... | ... | 0 01 | 0·10 | 0·10 | 0·70 | 0·18 | 1·47 | 1 30 | 2·27 | 1·59 | 114 | 119 | 10 |
| 0·13 | 0·03 | 0·16 | 0·11 | 0·06 | 0·07 | 0·08 | 0 02 | 1·24 | 1·89 | 2·27 | 2·12 | 108 | 108 | 11 |
| 0·01 | 0 01 | 0·20 | 0·20 | 0·04 | 0·01 | 0·58 | 0·20 | 0·57 | 0·46 | 1 40 | 0 91 | 327 | 327 | 12 |
| 0·33 | 0 21 | 0·18 | 0·11 | ... | ... | 4·09 | 0·81 | 1·02 | 0·90 | 5·62 | 2·06 | 16 | 18 | 14 |
| 0·02 | 0·10 | 0·62 | 0·36 | 0·01 | 0 01 | 0·32 | 0·29 | 1·46 | 1 20 | 2·43 | 1 96 | 494 | 490 | 2 |
| ... | 0·04 | 0·05 | 0 06 | 0·25 | 0·42 | ... | ... | 1·5 | 1·29 | 1·84 | 1·81 | 323 | 328 | 15 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 236 | 238 | 3 |
| 0·01 | 0·19 | 0·67 | 0·02 | ... | ... | 0·56 | 1·19 | 0·79 | 0·82 | 1·48 | 2 22 | 15 | 15 | 17 |
| 0·02 | ... | 0·04 | 0·01 | 0 05 | ... | 0·23 | 0·16 | 0·94 | 1 25 | 1·23 | 1·42 | 63 | 63 | 7 |
| 0·05 | ... | ... | 0·02 | ... | ... | 1·63 | 1 67 | 0·24 | 0·83 | 2·52 | 2·52 | 3 | 3 | 18 |
| ... | ... | 0·58 | 0·55 | ... | ... | 6·57 | 2·35 | 0·04 | 0·83 | 7·19 | 3·73 | 83 | 83 | 19 |
| −0·27 | 0 07 | 0·02 | 0·03 | ... | ... | 0·17 | 2·09 | 0·90 | 0·77 | 0 82 | 2·96 | 10 | 11 | 20 |
| ... | 0·01 | 0·21 | 0·31 | 0·06 | 0 06 | −0·37 | −0·29 | 1·42 | 1·80 | 1·32 | 1·89 | 290 | 301 | 6 |
| ... | 0·01 | ... | ... | 0·65 | 0 92 | ... | ... | 1·43 | 2·01 | 2·08 | 2·94 | 13 | 13 | 10 |
| 0·04 | 0·02 | 0·26 | 0·54 | 0·01 | 0·01 | 0·11 | 0·01 | 0·56 | 0·64 | 0·98 | 1·22 | 58 | 60 | 24 |
| South | Indian r | ailway, | 8′ 3½″ | gauge. | | ... | ... | ... | ... | ... | ... | 11 | 11 | 10 |
| ... | ... | 0·18 | 0·13 | 0·31 | 0·37 | 0·26 | 0·55 | 2·04 | 2 29 | 2·64 | 3·33 | 281 | 277 | 10 |
| ... | ... | 0·01 | 0·01 | ... | ... | 1·24 | 1·18 | 0·87 | 0·42 | 2·12 | 1·61 | 4 | 4 | 25 |
| ... | ... | 0·21 | 0·14 | ... | ... | 0·08 | 0·18 | 1·13 | 1·13 | 1·42 | 1 45 | 59 | 61 | 1 |
| 0·01 | 0·02 | 0·18 | 0·18 | 0·77 | 0 07 | 0·31 | 0·29 | 0·19 | 0 43 | 1 49 | 1·09 | 26 | 24 | 6 |
| 0·01 | 0·01 | 0·36 | 0 17 | ... | ... | ... | ... | 0 82 | 0·83 | 1·19 | 1·01 | 21 | 19 | 8 |
| ... | ... | ... | ... | 0·10 | 0·09 | ... | ... | 1·66 | 4·04 | 1·76 | 4·13 | 6 | 6 | 10 |
| ... | ... | 0 38 | 0·08 | 0·27 | 0·19 | −0·98 | −0·26 | 0·55 | 0·45 | 0·22 | 0 46 | 7 | 9 | 1 |
| ... | ... | 0 19 | 0 13 | ... | ... | ... | ... | 0 60 | 0 51 | 0·79 | 0·63 | 5 | 5 | 2 |
| ... | ... | ... | ... | 0·11 | 0·11 | ... | ... | 1·73 | 3·49 | 1·84 | 3·60 | 2 | 3 | 10 |
| ... | 0 01 | ... | 0·01 | ... | ... | ... | ... | 0 19 | 0·87 | 0·19 | 0·89 | 7 | 8 | 8 |
| ... | ... | 0·06 | −0·07 | ... | ... | 0·15 | 0·16 | ... | 0·19 | 0·21 | 0·28 | 2 | 2 | 19 |

# APPEN

## *Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Serial number. | 181 | | 182 | | 183 | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | FROM APPENDIX I | | | | | |
| Main head. | Sub-head. | | | Average miles run per locomotive *per diem*. Miles. | | Actual weight of fuel (in terms engine mile). Coaching. lbs. | | Goods. lbs. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5′ 6″ GAUGE. | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur | | 75·96 | 77·67 | 61·70 | 59·25 | 70·25 | 78 65 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India | | 64 35 | 66·76 | 63·96 | 65·72 | 81·18 | 80·56 |
| 3 | (*a*) | Eastern Bengal | | 71·90 | 72·90 | 58·94 | 56·96 | 86·09 | 88·40 |
| 4 | (*a*) to (*d*) | East Indian | | 78·80 | 79 56 | ... | ... | 56·45 | 57·56 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula | | 64·46 | 64·72 | 63 79 | 62·46 | 87·01 | 87·64 |
| 6 | (*a*) and (*b*) | Madras and Southern Mahratta | | 62·28 | 62·63 | ... | ... | 71·54 | 77·06 |
| 7 | (*a*) and (*b*) | Nizam's Guaranteed State | | 76·84 | 78·63 | 50·88 | 52·13 | 65·89 | 67·74 |
| 8 | (*a*) to (*k*) | North Western | | 60·59 | 56·62 | ... | ... | 65·40 | 66·30 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand | | 71·83 | 73·74 | ... | ... | 60·69 | 60·04 |
| 10 | (*a*) | South Indian | | 56·25 | 56·03 | 48·29 | 45·09 | 70·46 | 71·62 |
| | | 3′ 3¾″ GAUGE. | | | | | | | |
| 11 | | Assam-Bengal | | 62·83 | 72·88 | ... | ... | 47·67 | 49·00 |
| 12 | (*a*) and (*b*) | Bengal and North-Western | | 63·39 | 65·87 | ... | ... | 42·15 | 43·00 |
| 14 | (*a*) and (*b*) | Bhavnagar | | 86·00 | 84·53 | ... | ... | 37·76 | 34·87 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India | | 55·08 | 58·64 | ... | ... | 43 40 | 45·17 |
| 15 | (*a*) to (*c*) | Burma | | 60·06 | 65 21 | 42·21 | 43·80 | 51·44 | 54 20 |
| 3 | (*b*) to (*d*) | Eastern Bengal | | 72·99 | 75·77 | 40 15 | 44·39 | 62·94 | 65 26 |
| 17 | (*a*) to (*c*) | Gondal-Porbandar | | 79·46 | 89 93 | ... | ... | 49·91 | 32·67 |
| 7 | (*c*) and (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | | 73·52 | 78 79 | 38·89 | 40·58 | 46·00 | 49·37 |
| 18 | | Jamnagar | | 81·12 | 83·11 | ... | ... | 41·79 | 37 37 |
| 19 | (*c*) to (*e*) | Jodhpur-Bikaner | | 90 92 | 76 62 | ... | ... | 44·57 | 45·21 |
| 20 | | Junagad | | 47·71 | 46 97 | ... | ... | 40·95 | 34 35 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | | 71·32 | 45·87 | ... | ... | 46·18 | 46·91 |
| 10 | (*c*) | Nilgiri | | 26·36 | 24·12 | 123·88 | 123·31 | 121·86 | 117 96 |
| 24 | (*a*) and (*b*) | Rohilkund and Kumaon | | 71·22 | 72 90 | ... | ... | 38·75 | 44 05 |
| 10 | (*f*) | Shoranur-Cochin | | 62 26 | 65·08 | 35·40 | 35·16 | 33·36 | 37·64 |
| 10 | (*b*), (*d*), (*e*) and (*g*) to (*i*) | South Indian | | 70·37 | 71·14 | 38·73 | 39·15 | 39·42 | 58·20 |
| 25 | | Udaipur-Chitorgarh | | 74 08 | 77 77 | ... | ... | ... | ... |
| | | 2′ 6″ GAUGE. | | | | | | | |
| 1 | (*b*), (*c*) and (*e*) | Gondia Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | 50·50 | 54·80 | ... | ... | 63·35 | 72·95 |
| 8 | (*l*) | Kalka-Simla | | 41 29 | 42·67 | ... | ... | 46 34 | 51·53 |
| 8 | (*m*) and (*n*) | Kohat-Thal and Nowshera-Durgai | | 37·63 | 42·49 | ... | ... | 22·16 | 27·95 |
| 10 | (*j*) | Morappur-Dharmapuri | | 39·94 | 43·34 | ... | ... | ... | ... |
| 1 | (*g*) | Purulia-Ranchi | | 87·16 | 74·80 | ... | ... | 57·50 | 60·77 |
| 1 | (*h*) | Raipur-Dhamtari | | 42 41 | 42·79 | ... | ... | 43·61 | 41·30 |
| 10 | (*k*) | Tirupattur-Krishnagiri | | 52 00 | 34·95 | ... | ... | ... | ... |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu) | | 51 93 | 57·41 | ... | ... | 41·00 | 52·68 |
| | | 2′ 0″ GAUGE. | | | | | | | |
| 19 | (*f*) | Pipar Road-Bhavi Light | | 25·36 | 51·68 | ... | ... | 36·83 | 31·59 |

## DIX 12—*continued.*

*during each half of the financial year 1913-14.*

**prepare these statistics.]**

| 184 | | 185 | | 186 | | 187 | | 188 | | 189 | | 190 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| OF THE ANALYSIS OF WORKING OF EACH RAILWAY—*concld.* | | | | | | | | | | | | | | Number. |
| of coal) per | | Average gross weight of trains. | | | | | | Average through speed of trains. | | | | | | |
| Mixed. | | Coaching. | | Goods. | | Mixed. | | Coaching. | | Goods. | | Mixed. | | Main head. |
| lbs. | | Tons. | | Tons. | | Tons. | | Miles per hour. | | Miles per hour. | | Miles per hour. | | |
| 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | 1st half. | 2nd half. | |
| ... | ... | 243·63 | 250·27 | 523·95 | 545·77 | 320·28 | 357·61 | 30·00 | 30·00 | 10·00 | 10·00 | 20·00 | 20·00 | 1 |
| 78·66 | 85·16 | 218·44 | 220·05 | 502·17 | 612·46 | 276·66 | 265·27 | 23·75 | 23·71 | 8·53 | 7·90 | 14·47 | 14·71 | 2 |
| 61·54 | 59·67 | 186·61 | 185·43 | 518·07 | 627·17 | 208·29 | 256·42 | 25·00 | 25·00 | 14·00 | 14·00 | 15·00 | 15·00 | 3 |
| ... | ... | 270·68 | 272·17 | 606·59 | 607·03 | 290·56 | 269·99 | 25·00 | 25·00 | 15·20 | 15·10 | 17·30 | 17·00 | 4 |
| 72·98 | 72·40 | 208·02 | 208·02 | 428·66 | 472·50 | ... | ... | 24·00 | 23·67 | 10·70 | 10·34 | 15·48 | 15·07 | 5 |
| ... | ... | 203·61 | 210·66 | 527·37 | 558·14 | 392·80 | 385·15 | 21·95 | 22·07 | 9·23 | 9·31 | 12·52 | 13·74 | 6 |
| 63·91 | 64·93 | 144·84 | 151·78 | 396·93 | 416·00 | 277·74 | 312·31 | 20·30 | 20·74 | 10·34 | 9·53 | 13·51 | 13·37 | 7 |
| ... | ... | 324·10 | 307·78 | 445·41 | 399·40 | 303·69 | 309·89 | 20·53 | 20·61 | 10·28 | 10·36 | 14·52 | 14·29 | 8 |
| ... | ... | 289·83 | 299·00 | 344·18 | 376·10 | 263·16 | 304·22 | 31·14 | 31·14 | 11·87 | 11·87 | 16·71 | 16·71 | 9 |
| 55·35 | 53·71 | 130·67 | 128·66 | 362·07 | 250·52 | 229·05 | 212·45 | 21·03 | 21·03 | 10·80 | 10·80 | 11·50 | 11·50 | 10 |
| ... | ... | 154·31 | 162·34 | 195·52 | 201·41 | 204·33 | 213·80 | ... | ... | ... | ... | 13·12 | 13·12 | 11 |
| ... | ... | 172·42 | 171·52 | 312·68 | 299·97 | 177·61 | 178·98 | 17·00 | 17·80 | 9·50 | 9·50 | 12·20 | 12·20 | 12 |
| ... | ... | 73·15 | 76·16 | 205·43 | 207·40 | 131·20 | 122·02 | 18·66 | 19·14 | 10·68 | 10·88 | 14·54 | 14·69 | 14 |
| ... | ... | 135·05 | 128·96 | 246·31 | 256·15 | 166·04 | 174·05 | 17·98 | 18·23 | 8·18 | 8·37 | 13·97 | 13·67 | 2 |
| 40·79 | 43·96 | 179·27 | 176·78 | 258·79 | 275·10 | 189·09 | 199·86 | 17·44 | 17·43 | 10·75 | 10·77 | 13·45 | 13·55 | 15 |
| 48·19 | 50·50 | 131·26 | 137·49 | 271·98 | 312·23 | 151·59 | 155·30 | 17·00 | 17·00 | 13·00 | 13·00 | 15·00 | 15·00 | 3 |
| ... | ... | 66·80 | 74·47 | 176·60 | 161·60 | 121·73 | 121·22 | 19·39 | 19·04 | 11·52 | 12·45 | 13·33 | 12·83 | 17 |
| 38·58 | 45·07 | 96·26 | 99·14 | 198·61 | 211·02 | 151·98 | 156·84 | 18·01 | 18·02 | 10·37 | 10·28 | 12·28 | 12·42 | 7 |
| ... | ... | 73·27 | 70·96 | 150·31 | 164·50 | 131·82 | 122·52 | 18·87 | 19·23 | 15·54 | 16·95 | 16·39 | 16·26 | 18 |
| ... | ... | 208·78 | 139·93 | 159·58 | 133·85 | 129·86 | 127·73 | 22·16 | 22·16 | 13·49 | 13·40 | 17·72 | 17·22 | 19 |
| ... | ... | 60·66 | 64·62 | 142·08 | 134·50 | 133·00 | 146·89 | 15·56 | 13·36 | 11·65 | 10·03 | 15·56 | 13·56 | 20 |
| ... | ... | 119·67 | 123·59 | 207·12 | 220·70 | 177·03 | 188·89 | 16·40 | 16·07 | 7·61 | 7·61 | 11·30 | 11·37 | 6 |
| 115·08 | 118·90 | 48·56 | 44·66 | 38·61 | 35·78 | 45·00 | 44·48 | 6·11 | 6·11 | 5·90 | 5·90 | 6·11 | 6·11 | 10 |
| ... | .. | ... | ... | ... | ... | ... | ... | 16·04 | 15·65 | 8·98 | 8·48 | 11·62 | 11·27 | 24 |
| 39·53 | 37·67 | 91·89 | 100·68 | 187·54 | 197·47 | 119·98 | 124·37 | 18·57 | 18·57 | 10·00 | 10·00 | 16·98 | 16·98 | 10 |
| 33·56 | 33·39 | 129·62 | 124·07 | 227·29 | 221·61 | 146·98 | 145·46 | 18·00 | 18·00 | 9·50 | 9·50 | 12·00 | 12·00 | 10 |
| 33·19 | 33·52 | ... | .. | ... | ... | 119·55 | 125·35 | ... | ... | ... | ... | 17·00 | 17·00 | 25 |
| ... | ... | 125·65 | 115·63 | 175·85 | 175·72 | 162·15 | 164·02 | 15·00 | 15·00 | 10·50 | 10·00 | 12·00 | 12·00 | 1 |
| ... | ... | 57·57 | 67·62 | 41·15 | 43·50 | 42·46 | 57·33 | 9·78 | 9·90 | 7·60 | 7·36 | 8·77 | ... | 8 |
| ... | ... | 33·20 | 37·31 | 43·04 | 54·89 | 60·32 | 56·15 | ... | ... | 8·66 | 8·01 | 12·56 | 12·37 | 8 |
| 29·98 | 28·59 | ... | ... | ... | ... | 62·32 | 71·50 | ... | ... | ... | ... | 12·88 | 12·68 | 10 |
| ... | ... | 120·29 | 124·07 | 152·59 | 170·59 | .. | 153·03 | 18·00 | 18·00 | 11·00 | 11·00 | 13·00 | 13·00 | 1 |
| ... | ... | 31·12 | 26·95 | 90·20 | 116·02 | 83·36 | 109·23 | ... | ... | ... | ... | 11·00 | 11·00 | 1 |
| 34·96 | 34·51 | ... | ... | ... | ... | 68·24 | 68·59 | ... | ... | ... | ... | 11·86 | 11·86 | 10 |
| ... | ... | ... | 25·02 | 43·33 | 39·98 | 92·46 | 103·30 | ... | ... | 7·04 | 7·27 | 11·85 | 14·87 | 8 |
| ... | ... | ... | .. | 47·74 | 44·84 | 6·33 | 8·50 | ... | ... | ... | ... | 9·93 | 9·93 | 19 |

# APPEN

*Analysis of working of each railway system*

[Note.—Railways not shown do not

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Serial number. | 191 | | 192 | |
|---|---|---|---|---|---|---|---|
| | | | | FROM APPENDIX II OF THE ANALYSIS OF WORKING OF EACH RAILWAY. | | | |
| | | | | AVERAGE MILEAGE *per diem* OF— | | | |
| Main head. | Sub-head. | | | Coaching vehicles, including brakes. Miles. | | Goods vehicles, including brakes. Miles. | |
| | | | | 1st half. | 2nd half. | 1st half. | 2nd half. |
| | | 5′ 6″ GAUGE. | | | | | |
| 1 | (*a*) | Bengal-Nagpur | | 165,798 | 168,880 | 439,499 | 460,882 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India | | 163,775 | 172,912 | 263,623 | 294,028 |
| 3 | (*a*) | Eastern Bengal | | 101,609 | 105,915 | 179,675 | 236,658 |
| 4 | (*a*) to (*d*) | East Indian | | 437,090 | 473,597 | 1,419,316 | 1,473,189 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula | | 372,116 | 385,717 | 831,346 | 878,631 |
| 6 | (*a*) and (*b*) | Madras and Southern Mahratta | | 102,552 | 107,655 | 180,124 | 184,922 |
| 7 | (*a*) and (*b*) | Nizam's Guaranteed State | | 21,040 | 21,639 | 62,993 | 64,137 |
| 8 | (*a*) to (*k*) | North Western | | 521,120 | 5,32,369 | 964,336 | 779,906 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand | | 141,876 | 161,587 | 178,573 | 197,452 |
| 10 | (*a*) | South Indian | | 38,861 | 40,503 | 48,001 | 52,169 |
| | | 3′ 3¾″ GAUGE. | | | | | |
| 11 | | Assam-Bengal | | 52,065 | 60,392 | 69,461 | 71,988 |
| 12 | (*a*) and (*b*) | Bengal and North-Western | | 241,914 | 244,793 | 262,823 | 268,718 |
| 14 | (*a*) and (*b*) | Bhavnagar | | 13,152 | 14,045 | 11,078 | 12,526 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India | | 254,728 | 251,431 | 309,371 | 390,118 |
| 15 | (*a*) to (*c*) | Burma | | 155,828 | 157,316 | 243,836 | 293,143 |
| 3 | (*b*) to (*d*) | Eastern Bengal | | 124,122 | 125,238 | 194,537 | 212,468 |
| 17 | (*a*) to (*c*) | Gondal-Porbandar | | 12,164 | 13,028 | 9,729 | 11,261 |
| 7 | (*c*) and (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | | 29,790 | 31,712 | 35,594 | 43,715 |
| 18 | | Jamnagar | | 2,480 | 2,532 | 1,332 | 1,098 |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner | | 52,753 | 53,470 | 128,722 | 82,626 |
| 20 | | Junagad | | 4,379 | 5,272 | 3,928 | 4,620 |
| 6 | (*c*) to (*i*) | Madras and Southern Mahratta | | 137,919 | 146,873 | 242,775 | 260,430 |
| 10 | (*c*) | Nilgiri | | 1,136 | 1,048 | 687 | 569 |
| 24 | (*a*) and (*b*) | Rohilkund and Kumaon | | 35,006 | 33,805 | 38,864 | 50,762 |
| 10 | (*f*) | Shoranur-Cochin | | 5,153 | 5,720 | 5,467 | 5,633 |
| 10 | (*b*), (*d*), (*e*) and (*g*) to (*i*) | South Indian | | 186,290 | 186,434 | 181,201 | 177,453 |
| 25 | | Udaipur-Chitorgarh | | 3,411 | 3,735 | 1,135 | 1,458 |
| | | 2′ 6″ GAUGE. | | | | | |
| 1 | (*b*), (*c*) and (*e*) | Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions. | | 28,799 | 29,516 | 30,601 | 36,106 |
| 8 | (*l*) | Kalka-Simla | | 4,217 | 3,155 | 2,942 | 3,945 |
| 8 | (*m*) and (*n*) | Kohat-Thal and Nowshera-Durgai | | 5,767 | 4,271 | 2,967 | 4,845 |
| 10 | (*j*) | Morappur-Dharmapuri | | 2,280 | 3,030 | 1,217 | 1,490 |
| 1 | (*g*) | Purulia-Ranchi | | 6,733 | 7,593 | 3,547 | 4,342 |
| 1 | (*h*) | Raipur-Dhamtari | | 1,150 | 1,271 | 1,964 | 2,093 |
| 10 | (*i*) | Tirupattur-Krishnagiri | | 1,072 | 1,036 | 557 | 609 |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu) | | 2,824 | 3,659 | 1,218 | 2,149 |
| | | 2′ 0″ GAUGE. | | | | | |
| 19 | (*f*) | Pipar Road-Bhavi Light | | 421 | 265 | 124 | 204 |

**DIX 12—*concluded.***

***during each half of the financial year 1913-14.***

**prepare these statistics.]**

| 193 | 194 | 195 | 196 | |
|---|---|---|---|---|
| FROM APPENDIX V OF THE ANALYSIS OF WORKING OF EACH RAILWAY. | | | | Number |
| AVERAGE AGE OF SLEEPERS— | | PERCENTAGE OF REMOVALS. | | |
| Wood. Years. | Iron. Years. | Wood. Per cent. | Iron. Per cent. | Main head. |
| 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | 1st half. / 2nd half. | |
| 8·75 / 9·08 | 14·64 / 14·59 | 1·77 / 1·79 | 0·87 / 1·66 | 1 |
| 8·83 / 8·51 | 12·50 / 12·02 | 3·00 / 6·43 | 0·30 / 0·24 | 2 |
| 7·50 / 7·50 | 15·50 / 16·00 | 2·08 / 0·42 | 1·87 / 1·01 | 3 |
| 9/57 / 9·37 | ... / ... | 3·90 / 3·50 | ... / ... | 4 |
| ... / ... | ... / ... | 0·98 / 1·57 | 0·99 / 3·90 | 5 |
| 11·69 / 11·76 | ... / ... | 3·32 / 3·38 | ... / ... | 6 |
| ... / ... | ... / ... | ... / ... | ... / ... | 7 |
| 2·36 / 2·76 | 15·70 / 16·04 | 2·20 / 2·37 | 1·61 / 4·08 | 8 |
| 2·63 / 3·00 | 12·24 / 12·63 | 1·30 / 4·28 | 2·20 / 1·17 | 9 |
| 3·54 / 3·32 | 31·68 / 32·00 | 5·97 / 3·17 | 0·16 / 0·14 | 10 |
| ... / ... | ... / ... | 2·28 / 2·65 | ... / ... | 11 |
| 10·62 / 10·89 | ... / ... | 1·45 / 2·69 | ... / ... | 12 |
| 10·55 / 11·01 | ... / ... | 1·16 / 0·23 | ... / ... | 14 |
| 11·00 / 11·00 | 23·75 / 24·00 | 2·65 / 2·15 | 1·99 / 0·78 | 2 |
| 10·92 / 10·86 | ... / 9·00 | 3·15 / 4·95 | ... / ... | 15 |
| 11·00 / 11·00 | 9·00 / 9·00 | 2·02 / 1·92 | 0·61 / 4·67 | 3 |
| 11·92 / 11·40 | 22·65 / 23·07 | 1·27 / 1·97 | 0·04 / 0·41 | 17 |
| ... / ... | ... / ... | ... / ... | ... / ... | 7 |
| 11·57 / 12·67 | ... / ... | 2·55 / 4·82 | ... / ... | 18 |
| ... / ... | 17·25 / 17·75 | ... / ... | 4·84 / 16·29 | 19 |
| 10·88 / 11·31 | ... / ... | 2·08 / 0·62 | ... / ... | 20 |
| 11·00 / 11·00 | 19·50 / 19·50 | 3·93 / 4·65 | 1·01 / 1·10 | 6 |
| 7·41 / 7·34 | ... / ... | 2·10 / 2·70 | ... / ... | 10 |
| 15·74 / 15·83 | ... / ... | 2·47 / 2·47 | ... / ... | 24 |
| 7·86 / 7·78 | ... / ... | 1·18 / 7·15 | ... / ... | 10 |
| 7·84 / 7·99 | 19·46 / 19·74 | 4·58 / 3·17 | 1·00 / 0·08 | 10 |
| ... / ... | ... / ... | ... / ... | ... / ... | 25 |
| 6·35 / 6·15 | 2·01 / 2·51 | 0·41 / 3·08 | ... / ... | 1 |
| 5·14 / 5·64 | ... / ... | 2·15 / 0·90 | ... / ... | 8 |
| 8·07 / 8·04 | 9·86 / 7·90 | 2·01 / 6·25 | ... / ... | 8 |
| 1·72 / 2·21 | ... / ... | 6·03 / 0·86 | ... / ... | 10 |
| 6·05 / 4·13 | ... / ... | 1·76 / 1·48 | ... / ... | 1 |
| 11·25 / 11·60 | ... / ... | 3·01 / 1·31 | ... / ... | 1 |
| 7·77 / 8·26 | ... / ... | 0·20 / 0·17 | ... / ... | 10 |
| ... / 0·50 | ... / ... | ... / 0·02 | ... / ... | 8 |
| 2·25 / 2·75 | ... / ... | 0·11 / 0·35 | ... / ... | 19 |

# APPEN

## *Coal and wood fuel consumed by locomotives on each railway system*

NOTE.—The figures in this Appendix are amended ones in cases

| Classification No. of railway (Detailed in "Index" to Appendix 1.) | | Railways. | Sources of supply. | Year. | Description of fuel, with the actual quantity consumed by | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Foreign coal. | | | Indian coal. | | |
| | | | | | Actual quantity in tons. | Average cost per ton. | | Actual quantity in tons. | Average cost per ton. | |
| | | | | | | Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives. | At pit's mouth. | | Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives. | At pit's mouth. |
| Main head. | Sub-head. | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| | | 5′ 6″ GAUGE. | | | | Rs. | Rs. | | Rs. | Rs. |
| 1 | (a) | Bengal-Nagpur ... | Bihar and Orissa and the Central Provinces. | 1909 | ... | ... | ... | 215,643 | 7·76 | 4·89 |
| | | | | 1910 | ... | ... | ... | 230,722 | 7·52 | 4·79 |
| | | | | 1911 | ... | ... | ... | 263,083 | 6·41 | 3·53 |
| | | | | 1912 | ... | ... | ... | 305,342 | 5·62 | 2·70 |
| | | | | 1913-14 | ... | ... | ... | 347,419 | 6·26 | 3·47 |
| 2 | (a) to (e) | Bombay, Baroda and Central India. | Australia, England, Bihar and Orissa and Hyderabad. | 1909 | 16,311 | 21·64 | a | 131,133 | 17·63 | a |
| | | | | 1910 | 17,682 | 20·42 | a | 152,890 | 17·66 | a |
| | | | | 1911 | 18,333 | 21·18 | a | 192,317 | 15·59 | a |
| | | | | 1912 | 17,504 | 22·16 | a | 230,586 | 15·76 | a |
| | | | | 1913-14 | 21,198 | 24·29 | a | 236,768 | 15·31 | a |
| 3 | (a) | Eastern Bengal ... | Bihar and Orissa ... | 1909 | ... | ... | ... | 156,489 | 7·92 | 5·17 |
| | | | | 1910 | ... | ... | ... | 156,140 | 5·70 | 2·94 |
| | | | | 1911 | ... | ... | ... | 169,711 | 5·42 | 2·62 |
| | | | | 1912 | ... | ... | ... | 192,223 | 5·56 | 2·78 |
| | | | | 1913-14 | ... | ... | ... | 186,818 | 6·39 | 3·34 |
| 4 | ... | East Indian ... | Bihar and Orissa ... | 1909 | ... | ... | ... | 607,671 | 4·90 | 2·78 |
| | | | | 1910 | ... | ... | ... | 610,754 | 4·78 | 2·78 |
| | | | | 1911 | ... | ... | ... | 685,737 | 5·21 | 2·84 |
| | | | | 1912 | ... | ... | ... | 754,718 | 4·35 | 2·31 |
| | | | | 1913-14 | ... | ... | ... | 819,565 | 4·37 | 2·27 |
| 5 | (a) to (f) | Great Indian Peninsula. | Africa, Australia, England, Holland, Japan, Bihar and Orissa, Central India, Central Provinces and Hyderabad. | 1909 | 13,235 | 20·98 | a | 615,966 | 13·04 | a |
| | | | | 1910 | 13,110 | 19·86 | a | 678,390 | 12·51 | a |
| | | | | 1911 | 8,177 | 16·20 | a | 748,253 | 11·66 | a |
| | | | | 1912 | 68,498 | 20·00 | a | 763,084 | 11·22 | a |
| | | | | 1913-14 | 93,517 | 20·69 | a | 813,247 | 11·86 | a |
| 6 | (a) & (b) | Madras and Southern Mahratta. | Africa, Australia, Bihar and Orissa and Hyderabad. | 1909 | 10,095 | 16·64 | a | 151,439 | 12·06 | 5·15 |
| | | | | 1910 | 1,858 | 18·80 | a | 163,583 | 12·43 | 4·76 |
| | | | | 1911 | ... | ... | ... | 160,362 | 11·87 | 4·32 |
| | | | | 1912 | 717 | 15·71 | 4·50 | 170,096 | 12·69 | 4·27 |
| | | | | 1913-14 | ... | ... | ... | 191,358 | 13·07 | 4·80 |
| 7 | (a) & (b) | Nizam's Guaranteed State. | Hyderabad ... | 1909 | ... | ... | ... | 36,041 | 5·83 | 4·75 |
| | | | | 1910 | ... | ... | ... | 40,156 | 6·22 | 5·21 |
| | | | | 1911 | ... | ... | ... | 41,140 | 6·30 | 5·25 |
| | | | | 1912 | ... | ... | ... | 41,441 | 6·32 | 5·25 |
| | | | | 1913-14 | ... | ... | ... | 47,929 | 6·83 | 5·75 |
| 8 | (a) to (k) | North Western ... | Africa, England, Baluchistan, Bihar and Orissa and the Punjab. | 1909 | 11,540 | 22·37 | a | 707,148 | 17·64 | 5·18 |
| | | | | 1910 | 181 | 25·07 | a | 674,186 | 15·56 | 3·83 |
| | | | | 1911 | 346 | 24·55 | a | 732,106 | 13·42 | 3·51 |
| | | | | 1912 | 16,220 | 22·79 | a | 783,577 | 13·92 | 3·29 |
| | | | | 1913-14 | 157,874 | 21·54 | 3·71 | 624,134 | 15·02 | 4·09 |
| 9 | (a) to (e) | Oudh & Rohilkhand | Bihar and Orissa ... | 1909 | ... | ... | ... | 151,545 | 10·61 | 4·77 |
| | | | | 1910 | ... | ... | ... | 155,147 | 9·07 | 2·58 |
| | | | | 1911 | ... | ... | ... | 177,571 | 8·38 | 2·39 |
| | | | | 1912 | ... | ... | ... | 191,589 | 8·45 | 2·58 |
| | | | | 1913-14 | ... | ... | ... | 204,091 | 8·95 | 3·21 |
| 10 | (a) | South Indian ... | Africa, Bihar and Orissa and Hyderabad. | 1909 | 20 | 23·97 | a | 52,756 | 16·25 | 8·02 |
| | | | | 1910 | 20 | 23·68 | a | 48,227 | 16·54 | 2·96 |
| | | | | 1911 | ... | ... | ... | 46,995 | 15·57 | 3·15 |
| | | | | 1912 | ... | ... | ... | 55,000 | 15·52 | 3·17 |
| | | | | 1913-14 | 39 | 31·04 | a | 64,608 | 17·73 | 3·93 |
| | | 3′ 3⅜″ GAUGE. | | | | | | | | |
| 11 | ... | Assam-Bengal ... | Scotland, Assam and Bihar and Orissa | 1909 | 200 | 12·80 | a | 43,882 | 11·56 | a |
| | | | | 1910 | ... | ... | ... | 42,756 | 11·23 | a |
| | | | | 1911 | ... | ... | ... | 46,836 | 10·74 | a |
| | | | | 1912 | ... | ... | ... | 47,839 | 10·34 | a |
| | | | | 1913-14 | ... | ... | ... | 52,646 | 10·94 | a |

# DIX 13.

*and price paid per ton during the calendar years 1909 to 1912 and the financial year 1913-14.*

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.

| Wood. | | | Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal). | Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal). | | | | Remarks. |
|---|---|---|---|---|---|---|---|---|
| | Average cost per ton. | | | | | | | |
| Actual quantity in tons. | Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives. | At station of supply. | | Per train-mile. | Per engine-mile. | Per 1,000 freight ton-miles. | Per 1,000 gross ton-miles. | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| | Rs. | Rs. | Rs. | | | | | |
| ... | ... | ... | 4·89 | 76·30 | 61·17 | 534·61 | 179·55 | |
| ... | ... | ... | 4·79 | 74·25 | 59·95 | 519·70 | 167·78 | |
| 166 | 8·76 | 8·76 | 3·53 | 76·06 | 62·84 | 504·90 | 163·62 | |
| ... | ... | ... | 2·70 | 79·70 | 64·90 | 535·79 | 173·38 | |
| ... | ... | ... | 3·47 | 85·20 | 68·66 | 572·19 | 185·35 | |
| 2,941 | 5·15 | 3·98 | *a* | 69·05 | 56·74 | 657·71 | 174·98 | *a* Information not available. |
| 3,409 | 6·82 | 5·48 | *a* | 71·97 | 59·77 | 651·81 | 175·08 | |
| 3,700 | 7·13 | 5·55 | *a* | 75·61 | 63·67 | 715·19 | 179·44 | |
| 3,703 | 6·37 | 4·85 | *a* | 84·05 | 69·91 | 679·98 | 187·71 | |
| 4,381 | 6·17 | 4·37 | *a* | 87·09 | 72·12 | 688·38 | 193·29 | |
| ... | ... | ... | 5·17 | 89·94 | 61·62 | 1,127·17 | 231·16 | |
| ... | ... | ... | 2·94 | 89·90 | 61·29 | 1,175·35 | 240·39 | |
| ... | ... | ... | 2·62 | 89·79 | 63·19 | 1,044·13 | 232·92 | |
| ... | ... | ... | 2·78 | 97·40 | 66·03 | 1,181·42 | 254·35 | |
| ... | ... | ... | 3·34 | 92·71 | 61·42 | 1,069·18 | 223·52 | |
| ... | ... | ... | 2·78 | 70·11 | 53·25 | 426·77 | 139·31 | |
| ... | ... | ... | 2·78 | 70·06 | 52·93 | 384·90 | 139·85 | |
| ... | ... | ... | 2·84 | 72·48 | 54·89 | 390·94 | 132·80 | |
| ... | ... | ... | 2·31 | 74·04 | 55·72 | 365·59 | 131·02 | |
| ... | ... | ... | 2·27 | 76·53 | 57·02 | 413·15 | 141·00 | |
| 2,089 | 6·19 | 4·22 | *a* | 80·23 | 69·72 | 866·27 | 216·35 | |
| 1,548 | 7·00 | 4·75 | *a* | 83·07 | 71·59 | 792·32 | 213·17 | |
| 2,415 | 6·57 | 4·60 | *a* | 85·30 | 73·97 | 815·41 | 219·00 | |
| 2,843 | 6·55 | 4·45 | *a* | 88·57 | 75·07 | 771·43 | 219·66 | |
| 2,259 | 6·81 | 5·06 | *a* | 94·16 | 79·64 | 760·29 | 222·53 | |
| 7,597 | 6·40 | 4·81 | *a* | 85·48 | 73·06 | 1,030·32 | 261·11 | |
| 7,375 | 6·91 | 4·96 | *a* | 85·28 | 71·46 | 1,001·33 | 238·90 | |
| 4,761 | 6·95 | 5·30 | 4·42 | 83·44 | 68·61 | 904·15 | 223·10 | |
| 4,145 | 7·02 | 5·47 | 4·37 | 84·27 | 69·79 | 836·20 | 207·45 | |
| 4,895 | 6·72 | 5·37 | 4·89 | 92·05 | 75·81 | 866·97 | 217·90 | |
| ... | ... | ... | 4·75 | 66·37 | 56·37 | 693·58 | 191·53 | |
| ... | ... | ... | 5·21 | 61·78 | 52·70 | 611·68 | 178·75 | |
| ... | ... | ... | 5·25 | 63·91 | 55·89 | 576·79 | 175·95 | |
| ... | ... | ... | 5·25 | 64·77 | 56·57 | 623·27 | 183·71 | |
| ... | ... | ... | 5·75 | 68·88 | 58·60 | 620·20 | 186·93 | |
| 3,953 | 9·34 | 7·88 | *a* | 80·58 | 65·85 | 775·02 | 217·85 | |
| 3,798 | 9·15 | 7·44 | *a* | 76·37 | 62·10 | 694·92 | 196·10 | |
| 7,962 | 6·25 | 4·38 | *a* | 77·70 | 63·33 | 690·47 | 189·74 | |
| 8,175 | 6·30 | 4·01 | *a* | 80·85 | 65·08 | 630·77 | 178·84 | |
| 7,841 | 5·08 | 3·31 | 4·03 | 82·07 | 66·81 | 622·62 | 183·22 | |
| ... | ... | ... | 4·77 | 68·31 | 58·34 | 1,029·27 | 205·81 | |
| ... | ... | ... | 2·58 | 66·96 | 57·15 | 902·07 | 189·04 | |
| ... | ... | ... | 2·39 | 69·48 | 59·71 | 1,085·34 | 203·41 | |
| ... | ... | ... | 2·95 | 71·81 | 61·97 | 861·43 | 201·48 | |
| ... | ... | ... | 3·21 | 74·19 | 63·42 | 1,011·93 | 200·45 | |
| 4,241 | 4·28 | 4·19 | *a* | 70·03 | 61·02 | 1,151·68 | 294·15 | |
| 4,616 | 4·28 | 4·24 | *a* | 63·32 | 55·37 | 1,067·66 | 236·42 | |
| 4,975 | 4·36 | 4·54 | 3·46 | 59·80 | 53·03 | 876·17 | 207·93 | |
| 5,238 | 4·51 | 4·50 | 3·46 | 64·04 | 57·02 | 967·67 | 218·56 | |
| 5,349 | 5·14 | 5·14 | *a* | 70·46 | 62·74 | 1,111·85 | 238·86 | |
| ... | ... | ... | *a* | 55·21 | 42·58 | 853·78 | 249·91 | |
| ... | ... | ... | *a* | 53·61 | 42·28 | 794·73 | 245·85 | |
| ... | ... | ... | *a* | 56·82 | 45·95 | 852·44 | 259·34 | |
| ... | ... | ... | *a* | 55·31 | 44·90 | 906·61 | 239·34 | |
| 2,978 | 2·55 | 2·55 | *a* | 61·27 | 47·61 | 875·36 | 243·41 | |

# APPEN

## *Coal and wood fuel consumed by locomotives on each railway system and price*

NOTE.—The figures in this Appendix are amended ones in cases

| Classification No. of railway. (Detailed in "Index" to Appendix I). | | Railways. | Sources of supply. | Year. | Description of fuel, with the actual quantity consumed by | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Foreign coal. | | | Indian coal. | | |
| | | | | | Actual quantity in tons. | Average cost per ton. | | Actual quantity in tons. | Average cost per ton. | |
| Main head. | Sub-head. | | | | | Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives. | At pit's mouth. | | Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives. | At pit's mouth. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| | | 3' 3½" GAUGE—*contd.* | | | | Rs. | Rs. | | Rs. | Rs. |
| 12 | ... | Bengal and North-Western. | Bihar and Orissa ... | 1909 | ... | ... | ... | 117,323 | 9·98 | 5·18 |
| | | | | 1910 | ... | ... | ... | 123,475 | 8·65 | 4·07 |
| | | | | 1911 | ... | ... | ... | 133,898 | 7·61 | 2·96 |
| | | | | 1912 | ... | ... | ... | 145,476 | 7·92 | 2·96 |
| | | | | 1913-14 | ... | ... | ... | 146,640 | 8·65 | 3·86 |
| 13 | ... | Bengal Dooars ... | Assam, Bengal, Bihar and Orissa. | 1909 | ... | ... | ... | 4,088 | 10·28 | 4·50 |
| | | | | 1910 | ... | ... | ... | 4,201 | 11·09 | 3·50 |
| | | | | 1911 | ... | ... | ... | 4,479 | 9·70 | 2·79 |
| | | | | 1912 | ... | ... | ... | 5,444 | 9·59 | 2·62 |
| | | | | 1913-14 | ... | ... | ... | 7,266 | 11·05 | 3·73 |
| 14 | ... | Bhavnagar ... | Africa, England and Bihar and Orissa. | 1911 | 142 | *b* 23·92 | *a* | 7,049 | *b* 14·46 | *a* |
| | | | | 1912 | ... | ... | ... | 3,175 | *b* 15·67 | *a* |
| | | | | 1913-14 | 3,713 | *b* 19·29 | *a* | 4,910 | *b* 18·06 | *a* |
| ... | ... | Bhavnagar-Gondal-Junagad-Porbandar. | Australia, England and Bihar and Orissa. | 1909 | 10,937 | *b* 22·84 | *a* | 995 | *b* 15·92 | *a* |
| | | | | 1910 | 11,851 | *b* 24·10 | *a* | 2,598 | *b* 14·20 | *a* |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | Africa, Bihar and Orissa and Hyderabad. | 1909 | ... | ... | ... | 158,849 | 14·75 | 5·14 |
| | | | | 1910 | ... | ... | ... | 161,195 | 13·72 | 5·06 |
| | | | | 1911 | ... | ... | ... | 180,013 | 14·00 | 5·43 |
| | | | | 1912 | 10,612 | 24·35 | *a* | 205,368 | 14·16 | 4·30 |
| | | | | 1913-14 | 16,505 | 25·31 | *a* | 188,032 | 12·91 | 3·78 |
| 15 | ... | Burma ... ... | England and Bihar and Orissa. | 1909 | 1,158 | 22·60 | *a* | 105,791 | 14·24 | *a* |
| | | | | 1910 | ... | ... | ... | 110,597 | 13·50 | *a* |
| | | | | 1911 | ... | ... | ... | 113,100 | 12·48 | *a* |
| | | | | 1912 | ... | ... | ... | 118,695 | 12·16 | *a* |
| | | | | 1913-14 | ... | ... | ... | 126,889 | 14·44 | *a* |
| ... | ... | Deoghar ... | Bihar and Orissa ... | 1909 | ... | ... | ... | 395 | 6·50 | 4·50 |
| | | | | 1910 | ... | ... | ... | *a* | *a* | *a* |
| | | | | 1911 | ... | ... | ... | *d* | *d* | *d* |
| 16 | ... | Dibru-Sadiya ... | Assam ... ... | 1909 | ... | ... | ... | 8,672 | 8·50 | *a* |
| | | | | 1910 | ... | ... | ... | 9,631 | 8·50 | *a* |
| | | | | 1911 | ... | ... | ... | 9,981 | 8·50 | *a* |
| | | | | 1912 | ... | ... | ... | 10,508 | 8·50 | *a* |
| | | | | 1913-14 | ... | ... | ... | 10,854 | 8·50 | *a* |
| 3 | (*b*) to (*d*) | Eastern Bengal ... | Assam, Bihar and Orissa. | 1909 | ... | ... | ... | 89,611 | 8·39 | 4·63 |
| | | | | 1910 | ... | ... | ... | 100,448 | 7·90 | 3·26 |
| | | | | 1911 | ... | ... | ... | 114,411 | 8·28 | 2·73 |
| | | | | 1912 | ... | ... | ... | 127,121 | 8·62 | 2·75 |
| | | | | 1913-14 | ... | ... | ... | 148,318 | 9·92 | 3·64 |
| 17 | ... | Gondal-Porbandar ... | England, Bihar and Orissa. | 1911 | 198 | 23·87 | *a* | 8,516 | 12·58 | *a* |
| | | | | 1912 | ... | ... | ... | 9,077 | 17·19 | *a* |
| | | | | 1913-14 | ... | ... | ... | 8,413 | 13·27 | 4·00 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | Hyderabad ... | 1909 | ... | ... | ... | 18,990 | 7·98 | 4·75 |
| | | | | 1910 | ... | ... | ... | 22,410 | 8·49 | 5·23 |
| | | | | 1911 | ... | ... | ... | 23,904 | 8·49 | 5·25 |
| | | | | 1912 | ... | ... | ... | 26,825 | 8·54 | 5·25 |
| | | | | 1913-14 | ... | ... | ... | 31,908 | 8·93 | 5·75 |
| 18 | ... | Jamnagar ... | England, Bihar and Orissa. | 1911 | 24 | 24·50 | *a* | 1,534 | 13·39 | *a* |
| | | | | 1912 | ... | ... | ... | 1,492 | 20·53 | *a* |
| | | | | 1913-14 | ... | ... | ... | 1,58 1 | 17·98 | 3·00 |

## DIX 13—*contd.*

*paid per ton during the calendar years 1909 to 1912 and the financial year 1913-14.*

where they differ from the corresponding figures in the earlier Reports.

| locomotives and cost per ton. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Wood. | | | Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.) | Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.) | | | | Remarks. |
| Actual quantity in tons. | Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives. | Average cost per ton. At station of supply. | | Per train-mile. | Per engine-mile. | Per 1,000 freight ton-miles. | Per 1,000 gross ton-miles. | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| | Rs. | Rs. | Rs. | | | | | |
| 3,483 | 4·60 | 4·19 | 5·24 | 47·30 | 38·31 | 827·45 | 207·98 | |
| 2,657 | 4·49 | 4·08 | 4·12 | 48·09 | 39·89 | 823·22 | 203·58 | |
| 669 | 4·49 | 4·08 | 2·97 | 50·14 | 41·57 | 782·62 | 205·57 | |
| ... | ... | ... | 2·96 | 50·95 | 42·26 | 734·67 | 202·17 | |
| ... | ... | ... | 3·86 | 51·63 | 42·58 | 826·98 | 207·03 | |
| ... | ... | ... | 4·50 | 42·79 | 40·49 | 1,164·71 | *a* | *a* Information not available. |
| ... | ... | ... | 3·50 | 41·55 | 38·92 | 1,078·95 | *a* | |
| ... | ... | ... | 2·79 | 41·46 | 38·74 | 1,020·13 | *a* | |
| ... | ... | ... | 2·62 | 45·88 | 42·47 | 612·14 | *a* | |
| ... | ... | ... | 3·73 | 51·87 | 48·16 | 728·00 | *a* | |
| *c* 56 | 11·71 | 11·71 | *a* | 37·75 | 33·89 | 1,073·37 | 226·72 | *b* Excludes freight over home line. |
| *c* 62 | 12·00 | 12·00 | *a* | 37·61 | 32·32 | 1,051·56 | 223·21 | |
| *c* 70 | 12·00 | 12·00 | *a* | 41·10 | 36·23 | 1,078·83 | 244·76 | |
| 140 | 10·18 | 10·18 | *a* | 27·02 | 25·05 | 982·74 | 182·33 | |
| 154 | 11·00 | 11·00 | *a* | 31·48 | 29·03 | 1,050·22 | 207·12 | |
| *c* 1,139 | 5·00 | 5·00 | 5·16 | 46·41 | 39·68 | 680·71 | 199·50 | *c* Old sleepers used for lighting purposes. |
| *c* 995 | 5·00 | 5·00 | 5·08 | 46·39 | 39·72 | 651·04 | 195·85 | |
| *c* 1,536 | 5·00 | 5·00 | 5·44 | 48·24 | 41·92 | 698·66 | 200·14 | |
| *c* 751 | 4·99 | 4·99 | *a* | 50·35 | 43·93 | 647·19 | 199·02 | |
| *c* 1,121 | 5·00 | 5·00 | *a* | 51·13 | 44·31 | 750·00 | 206·82 | |
| 21,739 | 5·22 | 4·51 | *a* | 42·23 | 34·69 | 800·83 | 184·74 | |
| 21,992 | 5·74 | 5·07 | *a* | 42·64 | 34·71 | 756·74 | 184·21 | |
| 21,133 | 5·39 | 4·12 | *a* | 42·15 | 33·87 | 796·53 | 182·37 | |
| 13,813 | 5·39 | 4·53 | *a* | 45·92 | 37·15 | 730·05 | 184·05 | |
| 15,699 | 5·26 | 5·02 | *a* | 51·44 | 41·44 | 711·98 | 189·50 | |
| ... | ... | ... | 4·59 | 54·00 | 54·00 | *d* | *d* | *d* Included with the East Indian railway, *vide* No. 4. |
| ... | ... | ... | *a* | *a* | *a* | *a* | *a* | |
| ... | ... | ... | *d* | *d* | *d* | *d* | *d* | |
| ... | ... | ... | *a* | 72·13 | 38·83 | *a* | *a* | |
| ... | ... | ... | *a* | 72·80 | 40·90 | *a* | *a* | |
| ... | ... | ... | *a* | 70·31 | 40·01 | *a* | *a* | |
| ... | ... | ... | *a* | 70·51 | 39·39 | *a* | *a* | |
| ... | ... | ... | *a* | 76·52 | 51·75 | *a* | *a* | |
| ... | ... | ... | 4·63 | 63·15 | 43·27 | 1,109·05 | 273·25 | |
| ... | ... | ... | 3·26 | 63·40 | 49·01 | 1,138·32 | 286·51 | |
| ... | ... | ... | 2·73 | 65·48 | 50·55 | 1,147·71 | 279·46 | |
| ... | ... | ... | 2·75 | 65·95 | 51·47 | 1,167·61 | 283·36 | |
| ... | ... | ... | 3·64 | 65·80 | 51·65 | 1,195·90 | 267·36 | |
| 72 | 12·32 | *a* | *a* | 42·41 | 38·73 | 1,531·62 | 279·66 | |
| 75 | 12·07 | *a* | *a* | 46·18 | 42·01 | 2,078·91 | 316·91 | |
| 76 | 12·00 | *a* | *a* | 44·72 | 40·78 | 1,276·52 | 268·56 | |
| ... | ... | ... | 4·75 | 39·34 | 35·48 | 875·84 | 218·81 | |
| ... | ... | ... | 5·23 | 41·06 | 37·12 | 873·80 | 232·79 | |
| ... | ... | ... | 5·25 | 44·66 | 39·71 | 969·30 | 240·71 | |
| ... | ... | ... | 5·25 | 43·29 | 37·94 | 935·07 | 231·56 | |
| ... | ... | ... | 5·75 | 46·87 | 41·31 | 1,054·25 | 247·28 | |
| 9 | 12·00 | 12·00 | *a* | 45·61 | 39·69 | 2,188·35 | 317·31 | |
| 14 | 11·32 | 11·32 | *a* | 44·48 | 38·62 | 2,212·48 | 315·63 | |
| 16 | 10·00 | 10·00 | 3·09 | 45·91 | 39·56 | 1,654·70 | 296·97 | |

# APPEN

## *Coal and wood fuel consumed by locomotives on each railway system and price paid*

NOTE.—The figures in this Appendix are amended ones in cases

| Classification No. of railway. (Detailed in "Index" to Appendix I.) | | Railways. | Sources of supply. | Year. | Description of fuel, with the actual quantity consumed by | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Foreign coal. | | | Indian coal. | | |
| | | | | | Actual quantity in tons. | Average cost per ton. | | Actual quantity in tons. | Average cost per ton. | |
| | | | | | | Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives. | At pit's mouth. | | Including all freight, both rail and sea, from the pit's mouth to the engine shed where issued to locomotives. | At pit's mouth. |
| Main head. | Sub-head. | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| | | 3' 3⅜" GAUGE—*concld.* | | | | Rs. | Rs. | | Rs. | Rs. |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner ... | Africa, Australia, Bihar and Orissa and Rajputana. | 1909 | 3,551 | 18·39 | *a* | 24,776 | 14·01 | 6·15 |
| | | | | 1910 | ... | ... | ... | 32,322 | 14·39 | 5·02 |
| | | | | 1911 | ... | ... | ... | 42,095 | 14·36 | 2·63 |
| | | | | 1912 | ... | ... | ... | 53,908 | 11·86 | 5·00 |
| | | | | 1913-14 | ... | ... | ... | 50,700 | 11·99 | 3·67 |
| 20 | ... | Junagad ... | England, Bihar and Orissa | 1911 | 90 | *a* | *a* | 2,461 | 13·45 | *a* |
| | | | | 1912 | ... | ... | ... | 2,938 | 18·75 | *a* |
| | | | | 1913-14 | ... | ... | ... | 3,026 | 19·67 | *a* |
| 6 | (*c*) to (*i*) | Madras and Southern Mahratta. | Africa, Australia, Bihar and Orissa and Hyderabad. | 1909 | 12,245 | 20·00 | *a* | 89,539 | 14·55 | 5·55 |
| | | | | 1910 | 1,399 | 20·32 | *a* | 106,553 | 14·71 | 4·06 |
| | | | | 1911 | ... | ... | ... | 119,305 | 13·68 | 4·31 |
| | | | | 1912 | ... | ... | ... | 120,741 | 13·73 | 4·93 |
| | | | | 1913-14 | ... | ... | ... | 142,180 | 15·07 | 4·73 |
| 21 | ... | Morvi ... ... | Bihar and Orissa ... | 1909 | ... | ... | ... | 2,462 | 17·15 | 5·00 |
| | | | | 1910 | ... | ... | ... | 2,569 | 14·56 | 2·37 |
| | | | | 1911 | ... | ... | ... | 2,278 | 14·75 | 2·19 |
| | | | | 1912 | ... | ... | ... | 3,554 | 15·50 | 2·50 |
| | | | | 1913-14 | ... | ... | ... | 3,162 | 15·65 | 3·50 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon. | Bihar and Orissa ... | 1909 | ... | ... | ... | 12,686 | 11·23 | 4·07 |
| | | | | 1910 | ... | ... | ... | 12,596 | 9·55 | 2·56 |
| | | | | 1911 | ... | ... | ... | 16,231 | 9·14 | 2·49 |
| | | | | 1912 | ... | ... | ... | 25,382 | 9·28 | 2·27 |
| | | | | 1913-14 | ... | ... | ... | 28,813 | 9·06 | 2·63 |
| 10 | (*b*) to (*i*) | South Indian ... | Africa, Australia, and Bihar and Orissa. | 1909 | 5,267 | 24·53 | *a* | 89,775 | 15·13 | 6·16 |
| | | | | 1910 | 5,896 | 23·71 | *a* | 93,077 | 14·54 | 5·72 |
| | | | | 1911 | 4,813 | 25·10 | *a* | 109,826 | 14·68 | 5·77 |
| | | | | 1912 | 5,020 | 27·30 | *a* | 112,887 | 14·55 | 4·91 |
| | | | | 1913-14 | 5,448 | 31·04 | *a* | 121,002 | 15·03 | 4·01 |
| 25 | ... | Udaipur-Chitorgarh... | Bihar and Orissa ... | 1909 | ... | ... | ... | 873 | 16·00 | 5·00 |
| | | | | 1910 | ... | ... | ... | 954 | 15·87 | 5·00 |
| | | | | 1911 | ... | ... | ... | 1,114 | 12·75 | 2·75 |
| | | | | 1912 | ... | ... | ... | 1,670 | 13·52 | 3·75 |
| | | | | 1913-14 | ... | ... | ... | 1,626 | 14·17 | 4·00 |
| | | 2' 6" GAUGE. | | | | | | | | |
| 27 | ... | Arrah-Sasaram ... | *a* | ... | ... | ... | ... | *a* | *a* | *a* |
| 29 | ... | Baraset-Basirhat ... | *a* | ... | ... | ... | ... | *a* | *a* | *a* |
| 30 | ... | Barsi Light ... | Bihar and Orissa and Hyderabad. | 1909 | ... | ... | ... | 2,636 | 15·00 | 6·50 |
| | | | | 1910 | ... | ... | ... | 3,107 | 15·37 | 6·50 |
| | | | | 1911 | ... | ... | ... | 3,291 | 15·45 | 6·50 |
| | | | | 1912 | ... | ... | ... | 4,657 | 17·76 | 7·65 |
| | | | | 1913-14 | ... | ... | ... | 5,866 | 15·52 | 4·06 |
| 31 | ... | Bowringpet-Kolar ... | Bihar and Orissa ... | 1913-14 | ... | ... | ... | 64 | 20·00 | 4·00 |
| 32 | ... | Bukhtiarpur-Bihar Light. | *a* | ... | ... | ... | ... | *a* | *a* | *a* |
| 35 | ... | Champaner-Shivrajpur Light. | Bihar and Orissa ... | 1911 | ... | ... | ... | 448 | 14·51 | 3·5 |
| | | | | 1912 | ... | ... | ... | 754 | 13·78 | 3·25 |
| | | | | 1913-14 | ... | ... | ... | 649 | 14·84 | 4·50 |

## DIX 13—*contd.*

*per ton during the calendar years 1909 to 1912 and the financial year 1913-14.*

where they differ from the corresponding figures in the earlier Reports.

| locomotives and cost per ton. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Wood. | | | Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.) | Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.) | | | | Remarks. |
| Actual quantity in tons. | Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine shed where issued to locomotives. | Average cost per ton. At station of supply. | | Per train-mile. | Per engine-mile. | Per 1,000 freight ton-miles. | Per 1,000 gross ton-miles. | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| | Rs. | Rs. | Rs. | | | | | |
| 187 | 5·72 | 5·72 | *a* | 41·59 | 38·58 | 941·73 | 215·54 | *a* Information not available. |
| 194 | 4·90 | 4·90 | 5·03 | 42·38 | 39·24 | 827·30 | 204·56 | |
| 226 | 6·26 | 6·26 | 2·65 | 47·25 | 43·55 | 869·47 | 210·00 | |
| 286 | 10·11 | 10·11 | 5·05 | 53·04 | 48·59 | 853·18 | 230·50 | |
| 304 | 10·00 | 10·00 | 3·72 | 49·89 | 44·86 | 769·04 | 210·73 | |
| 50 | 10·00 | 10·00 | *a* | 40·94 | 36·03 | 1,223·90 | 229·24 | *b* Old sleepers used for lighting purposes. |
| 32 | 10·00 | 10·00 | *a* | 42·27 | 35·80 | 1,116·71 | 226·26 | |
| 34 | 10·00 | 10·00 | *a* | 42·70 | 37·53 | 1,001·47 | 235·58 | |
| 40,879 | 5·59 | 4·60 | *a* | 46·07 | 40·52 | 808·51 | 234 31 | |
| 43,534 | 5·49 | 4·64 | *a* | 47·72 | 41·45 | 828·56 | 237·46 | |
| 51,494 | 5·50 | 4·75 | 5·42 | 50·00 | 43·14 | 887·45 | 248·51 | |
| 58,052 | 5·69 | 4·76 | 6·06 | 50·71 | 43 77 | 912·91 | 246 52 | |
| 44,410 | 5·61 | 4 77 | 5·52 | 53·42 | 46 55 | 930 54 | 254·52 | |
| 15 | 14·00 | *a* | *a* | 33·41 | 32·92 | *a* | *a* | |
| 25 | 14·00 | *a* | *a* | 34 77 | 33·88 | *a* | *a* | |
| 33 | 10·50 | *a* | *a* | 30·08 | 29·51 | *a* | *a* | |
| 36 | 11·00 | *a* | *a* | 41 92 | 41·03 | *a* | *a* | |
| 34 | 11·00 | *a* | *a* | 39·44 | 38·57 | *a* | *a* | |
| 19,348 | 4·59 | 3·03 | 5 40 | 49·13 | 36·70 | 788·19 | 210·59 | |
| 19,059 | 4·41 | 3·19 | 4·60 | 47·08 | 35·10 | 783·89 | 200·18 | |
| 13,719 | 4·62 | 3·25 | 3·91 | 49·64 | 38·26 | 760·96 | 198·82 | |
| 2,926 | 4·00 | 3·19 | 2·68 | 54·64 | 41·45 | 806·27 | 228·33 | |
| 367 | 3·36 | 2·99 | 2·63 | 54·49 | 41·78 | 939·57 | 233·39 | |
| 17,231 | 4·60 | 4·55 | *a* | 42·40 | 37·80 | 1,006 15 | 228·90 | |
| 15,950 | 4·56 | 4·51 | *a* | 42·33 | 37·78 | 937·45 | 216·48 | |
| 17,921 | 4·74 | 4·67 | *a* | 43·19 | 38·49 | 882·96 | 209·80 | |
| 18,478 | 4·85 | 4·78 | *a* | 43·55 | 38·61 | 882·86 | 206·53 | |
| 15,928 | 5·13 | 5·06 | *a* | 44·36 | 39·25 | 939·14 | 208·85 | |
| 13 | 4·36 | 4·36 | 5·03 | 35·91 | 33·56 | 1,063·22 | 172·43 | |
| 15 | 5·04 | 5·04 | 5·04 | 37·91 | 35·16 | 1,169·63 | 188·45 | |
| 6 | 4·75 | 4·75 | 2·77 | 33·37 | 30·30 | 1,246·73 | 183·21 | |
| 15 | 7·93 | 7·93 | 3·76 | 35·81 | 33·47 | 1,332·83 | 221·60 | |
| 17 | 7·93 | 7·93 | | 34·91 | 32·57 | 1,678·37 | 220·10 | |
| ... | ... | ... | *a* | *a* | *a* | *a* | *a* | |
| ... | ... | ... | *a* | *a* | *a* | *a* | *a* | |
| 243 | 6·90 | 5·50 | 6·76 | 46·09 | 44·29 | 1,015·63 | 339·18 | |
| 99 | 7·81 | 6·00 | 6·61 | 48·51 | 42 41 | 1,161·20 | 386·40 | |
| 43 | 8·00 | 8·00 | 6·57 | 51·37 | 41·43 | 1,133·68 | 372·63 | |
| 28 | 10·92 | 8·00 | 7·68 | 53·97 | 44·36 | 932·89 | 337 06 | |
| 13 | 11·00 | 11·00 | 4·08 | 52·24 | 43·74 | 583·46 | 303 46 | |
| 3 | 8·00 | 8·00 | 4·34 | 26·30 | 22·40 | *a* | *a* | |
| ... | ... | ... | *a* | *a* | *a* | *a* | *a* | |
| ... | ... | ... | 3·50 | 36·88 | 36·57 | *a* | *a* | |
| 15 | 8·11 | *a* | *a* | 51·72 | 49·65 | *a* | *a* | |
| 11 | 9·04 | *a* | *a* | 52·17 | 51·20 | *a* | *a* | |

# APPEN

## *Coal and wood fuel consumed by locomotives on each railway system and price paid*

NOTE.—The figures in this Appendix are amended ones in cases

| Classification No. of railway. (Detailed in "Index" to Appendix I.) | | Railways. | Sources of supply. | Year. | Description of fuel, with the actual quantity consumed by | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Foreign coal. | | | Indian coal. | | |
| | | | | | Actual quantity in tons. | Average cost per ton. | | Actual quantity in tons. | Average cost per ton. | |
| | | | | | | Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives. | At pit's mouth. | | Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives. | At pit's mouth. |
| Main head. | Sub-head. | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| | | 2' 6" GAUGE—*contd.* | | | | Rs. | Rs. | | Rs. | Rs. |
| ... | ... | Cooch Behar ... | Assam and Bengal ... | 1909 | ... | ... | ... | 1,614 | 11·58 | 11·19 |
| | | | | 1910 | ... | ... | ... | *b* | *b* | *b* |
| 36 | ... | Cutch ... ... | Bihar and Orissa ... | 1909 | ... | ... | ... | 260 | 23·95 | *a* |
| | | | | 1910 | ... | ... | ... | 320 | 20·19 | *a* |
| | | | | 1911 | ... | ... | ... | 380 | 19·60 | *a* |
| | | | | 1912 | ... | ... | ... | 375 | 26·19 | *a* |
| | | | | 1913-14 | ... | ... | ... | 281 | 19·25 | 3·50 |
| 37 | ... | Dehri-Rohtas Light | Bihar and Orissa ... | 1911 | ... | ... | ... | 441 | 5·50 | 2·25 |
| | | | | 1912 | ... | ... | ... | 573 | 6·25 | 3·00 |
| | | | | 1913-14 | ... | ... | ... | 686 | 7·75 | 4·50 |
| 38 | ... | Dholpur-Bari ... | Bihar and Orissa ... | 1909 | ... | ... | ... | 237 | 12·41 | 3·50 |
| | | | | 1910 | ... | ... | ... | 220 | 9·68 | 3·50 |
| | | | | 1911 | ... | ... | ... | 257 | 10·00 | 3·50 |
| | | | | 1912 | ... | ... | ... | 262 | 10·03 | 4·36 |
| | | | | 1913-14 | ... | ... | ... | 267 | 13·40 | 5·00 |
| 2 | (*m*) to (*o*) | Gaekwar's Dabhoi, Kosamba Zankhvav and Rajpipla. | Bihar and Orissa and Hyderabad. | 1909 | ... | ... | ... | 2,174 | 18·35 | *a* |
| | | | | 1910 | ... | ... | ... | 2,492 | 18·77 | *a* |
| | | | | 1911 | ... | ... | ... | 2,970 | 16·79 | *a* |
| | | | | 1912 | ... | ... | ... | 3,439 | 16·17 | *a* |
| | | | | 1913-14 | ... | ... | ... | 4,418 | 15·98 | *a* |
| 40 | ... | Godhra-Lunavada ... | Bihar and Orissa ... | 1913-14 | ... | ... | ... | 84 | 15·30 | 4·50 |
| 1 | (*b*) to (*h*) | Gondia-Chanda, Jubbulpore-Gondia Extension, Mourbhanj, Nagpur-Chhindwara, Pariakimedi Light, Purulia-Ranchi, and Raipur-Dhamtari. | Bihar and Orissa and the Central Provinces. | 1909 | ... | .. | ... | 28,134 | 6·97 | 5·13 |
| | | | | 1910 | ... | ... | ... | 33,254 | 6·21 | 5·05 |
| | | | | 1911 | ... | ... | ... | 35,344 | 6·18 | 4·25 |
| | | | | 1912 | ... | ... | ... | 37,755 | 6·04 | 3·69 |
| | | | | 1913-14 | ... | ... | ... | 45,096 | 6·86 | 4·06 |
| 41 | ... | Jossore-Jhenidah Light. | Bihar and Orissa ... | 1913-14 | ... | ... | ... | 355 | 9·50 | *a* |
| 8 | (*l*) | Kalka-Simla ... | Bihar and Orissa, England, Baluchistan the Punjab. | 1909 | ... | ... | ... | 9,560 | 15·60 | 5·18 |
| | | | | 1910 | ... | ... | ... | 8,282 | 14·80 | 3·83 |
| | | | | 1911 | 9 | 37·93 | *a* | 7,999 | 14·06 | 3·51 |
| | | | | 1912 | 11 | 41·95 | *a* | 8,189 | 13·88 | 3·29 |
| | | | | 1913-14 | ... | ... | ... | 8,448 | 15·16 | 4·09 |
| 8 | (*m*) & (*n*) | Kohat-Thal and Nowshera-Durgai. | Africa, Bihar and Orissa Baluchistan and Punjab. | 1909 | ... | ... | ... | 4,731 | 17·64 | 5·18 |
| | | | | 1910 | ... | ... | ... | 3,986 | 15·56 | 3·83 |
| | | | | 1911 | ... | ... | ... | 3,633 | 13·42 | 3·51 |
| | | | | 1912 | ... | ... | ... | 3,408 | 13·10 | 3·29 |
| | | | | 1913-14 | 288 | 21·57 | 3·71 | 2,976 | 14·51 | 4·09 |
| 42 | ... | Madaya Light ... | *a* | ... | ... | ... | ... | *a* | *a* | *a* |
| 10 | (*j*) & (*k*). | Morappur-Dharmapuri and Tirupattur-Krishnagiri. | Bihar and Orissa and Hyderabad. | 1909 | ... | ... | ... | 1,173 | 15·93 | 3·02 |
| | | | | 1910 | ... | ... | ... | 1,483 | 15·22 | 2·98 |
| | | | | 1911 | ... | ... | ... | 1,603 | 16·02 | 3·19 |
| | | | | 1912 | ... | ... | ... | 1,420 | 15·87 | 3·00 |
| | | | | 1913-14 | ... | ... | ... | 2,041 | 18·21 | 3·50 |
| 21 | ... | Morvi ... ... | Bihar and Orissa ... | 1909 | ... | ... | ... | 645 | 17·15 | 5·00 |
| | | | | 1910 | ... | ... | ... | 499 | 14·56 | 2·37 |
| | | | | 1911 | ... | ... | ... | 366 | 14·75 | 2·25 |
| | | | | 1912 | ... | ... | ... | 475 | 15·50 | 3·50 |
| | | | | 1913-14 | ... | ... | ... | 487 | 15·63 | 3·50 |

## DIX 13—*contd.*

*per ton during the calendar years 1909 to 1912 and the financial year 1913-14.*

where they differ from the corresponding figures in the earlier Reports.

| locomotives and cost per ton. | | | | Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.) | | | | |
|---|---|---|---|---|---|---|---|---|
| Wood. | | | Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. | | | | | |
| | Average cost per ton. | | | | | | | |
| Actual quantity in tons. | Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives. | At station of supply. | (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.) | Per train-mile. | Per engine-mile. | Per 1,000 freight ton-miles. | Per 1,000 gross ton-miles. | Remarks. |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| | Rs. | Rs. | Rs. | | | | | |
| ... | ... | ... | 11·19 | 27·03 | 23·37 | *a* | *a* | *a* Information not available. |
| ... | ... | ... | *b* | *b* | *b* | *b* | *b* | |
| 2 | 20·43 | *a* | *a* | 21·47 | 16·66 | *a* | *a* | *b* Converted to the 3' 3⅜" gauge and included with the Eastern Bengal railway 3' 3⅜" gauge section, *vide* No. 8 (*b*) to (*d*). |
| 2 | 20·16 | *a* | *a* | 24·41 | 16 77 | *a* | *a* | |
| 2 | 18·51 | *a* | *a* | 26·63 | 17·22 | *a* | *a* | |
| 2 | 15·96 | *a* | *a* | 25·44 | 16·15 | *a* | *a* | |
| 3 | 20·33 | *a* | *a* | 22 21 | 17 49 | *a* | *a* | |
| ... | ... | ... | 2·25 | *a* | *a* | *a* | *a* | |
| ... | ... | ... | 3·00 | *a* | *a* | *a* | *a* | |
| ... | ... | ... | 4·50 | *a* | *a* | *a* | *a* | |
| 2 | 7·54 | 7·54 | 3·58 | 29·41 | 24·95 | *a* | *a* | |
| 4 | *c* 27·06 | *c* 27·06 | 3·99 | 25·88 | 20·59 | *a* | *a* | |
| 4 | *c* 18 00 | *c* 18·00 | 3·75 | 30·81 | 22·72 | *a* | *a* | |
| 4 | 11·65 | 11·65 | 4·52 | 36·44 | 23·84 | *a* | *a* | *c* The increase in the price per ton was due to the consumption of unserviceable sleepers as firewood. |
| 3 | 9·97 | 9·97 | 5·02 | 30·14 | 20·39 | *a* | *a* | |
| 82 | 5·47 | 4·43 | *a* | 28·62 | 28·34 | *a* | *a* | |
| 104 | 3·68 | 3·35 | *a* | 28 71 | 28 60 | *a* | *a* | |
| 120 | 4·85 | 3·90 | *a* | 31·01 | 29·93 | *a* | *a* | |
| 131 | 5·36 | 4 37 | *a* | 32·40 | 31·13 | *a* | *a* | |
| 144 | 4·41 | 4·19 | *a* | 35·71 | 33·42 | *a* | *a* | |
| 6 | 14·20 | 6·50 | 4·87 | 34·39 | 34·19 | *a* | *a* | |
| ... | ... | ... | 5·13 | 80·10 | 64·12 | 1,852·11 | 422·10 | |
| ... | ... | ... | 5·05 | 83·37 | 66·55 | 1,993·32 | 426·84 | |
| ... | ... | ... | 4·25 | 89·12 | 71·76 | 2,066 73 | 451·96 | |
| ... | ... | ... | 3·69 | 85·53 | 68·26 | 1,812·07 | 423·29 | |
| ... | ... | ... | 4·06 | 83·31 | 66·37 | 1,910·35 | 413 98 | |
| ... | ... | ... | *a* | *a* | *a* | *a* | *a* | |
| 15 | 5·63 | 5·63 | 5·40 | 83·56 | 68·46 | 6,488·53 | 1,021·55 | |
| 4 | 5·63 | 5·63 | 4·78 | 67·97 | 53·16 | 5,900·92 | 859·99 | |
| 2 | 4·00 | 4·00 | *a* | 65·22 | 50·75 | 5,277·42 | 811·74 | |
| 6 | 6·95 | 4·16 | *a* | 66·48 | 53·28 | 4,400 03 | 731·03 | |
| 24 | 4·33 | 3·21 | 4·10 | 61 22 | 48·09 | 4,384·63 | 711·08 | |
| ... | ... | ... | 5·18 | 29·31 | 26·36 | 3,318·42 | 531·42 | |
| ... | ... | ... | 3 83 | 24·35 | 21·74 | 2,656·84 | 424·53 | |
| ... | ... | ... | 3·51 | 22·54 | 20·64 | 2,314·64 | 386·94 | |
| ... | ... | ... | 3·29 | 25·88 | 23·05 | 1,958 08 | 402·95 | |
| ... | ... | ... | 4·05 | 29·69 | 25·08 | 2,007·78 | 384·40 | |
| ... | ... | ... | *a* | *a* | *a* | *a* | *a* | |
| 116 | 4·17 | 4·16 | 3·29 | 32·76 | 32·68 | 3,727·88 | 377·97 | |
| 160 | 4·27 | 4·24 | 3·29 | 41·33 | 41·04 | 3,588·14 | 452 30 | |
| 166 | 4·42 | 4·35 | 3·49 | 46·60 | 46·43 | 3,687·26 | 490·43 | |
| 112 | 4·49 | 4·46 | 3·24 | 39·64 | 39 57 | 3,286 92 | 424 66 | |
| 129 | 5 32 | 5·32 | 3·74 | 36·57 | 36·25 | 2,774·72 | 348·19 | |
| 5 | 14·00 | *a* | *a* | 34·37 | 32·03 | *a* | *a* | |
| 7 | 14·00 | *a* | *a* | 24·92 | 24 13 | *a* | *a* | |
| 7 | 10·50 | *a* | *a* | 22 07 | 21·27 | *a* | *a* | |
| 8 | 11·00 | *a* | *a* | 28·76 | 27·83 | *a* | *a* | |
| 9 | 11·00 | *a* | *a* | 28·43 | 27·39 | *a* | *a* | |

# APPEN

## *Coal and wood fuel consumed by locomotives on each railway system and price paid*

NOTE.—The figures in this Appendix are amended ones in cases

| Classification No. of railway. (Detailed in "Index" to Appendix 1). | | Railways. | Sources of supply. | Year. | Description of fuel with the actual quantity consumed by | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Foreign coal. | | | Indian coal. | | |
| | | | | | Actual quantity in tons. | Average cost per ton. | | Actual quantity in tons. | Average cost per ton. | |
| | | | | | | Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives. | At pit's mouth. | | Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives. | At pit's mouth. |
| Main head. | Sub-head. | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| | | 2' 6" GAUGE—*concld.* | | | | Rs. | Rs. | | Rs. | Rs. |
| 5 | (g) | Murtajapur-Ellichpur | Bihar and Orissa ... | 1913-14 | ... | ... | ... | 668 | 11·64 | 3·39 |
| 43 | ... | Nadiad-Kapadvanj... | Bihar and Orissa ... | 1913-14 | ... | ... | ... | 616 | 16·37 | 4·50 |
| 24 | (c) | Powayan Light ... | Bihar and Orissa ... | 1909 | ... | ... | ... | ... | ... | .. |
| | | | | 1910 | ... | ... | ... | ... | ... | ... |
| | | | | 1911 | ... | ... | ... | ... | ... | ... |
| | | | | 1912 | ... | ... | ... | ... | ... | ... |
| | | | | 1913-14 | ... | ... | ... | 737 | 10·31 | 2·00 |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | Bihar and Orissa ... | 1909 | ... | ... | ... | 1,891 | 14·00 | 5·22 |
| | | | | 1910 | ... | ... | ... | 1,838 | 13·22 | 5·22 |
| | | | | 1911 | ... | ... | ... | *a* | *a* | *a* |
| | | | | 1912 | ... | ... | ... | *a* | *a* | *a* |
| 45 | ... | Tarkessur-Magra Light. | Bihar and Orissa ... | 1909 | ... | ... | ... | 1,660 | 6·50 | 3·56 |
| | | | | 1910 | ... | ... | ... | 1,424 | 4·70 | 1·75 |
| | | | | 1911 | ... | ... | ... | 1,670 | 4·38 | 1·50 |
| | | | | 1912 | ... | ... | ... | 1,818 | 5·02 | 2·12 |
| | | | | 1913-14 | ... | ... | ... | 1,884 | 6·47 | 3·96 |
| 46 | ... | Tezpore-Balipara ... Light. | Assam ... | 1909 | ... | ... | ... | 401 | 15·19 | *a* |
| | | | | 1910 | ... | ... | ... | 374 | 15·19 | *a* |
| | | | | 1911 | ... | ... | ... | 396 | 13·50 | *a* |
| | | | | 1912 | ... | ... | ... | 467 | 13·50 | *a* |
| | | | | 1913-14 | ... | ... | ... | 517 | 13·50 | *a* |
| 8 | (o) | Trans-Indus (Kalabagh Bannu). | Bihar and Orissa ... | 1913-14 | ... | ... | ... | 2,676 | 14·70 | 4·09 |
| | | 2' 0" GAUGE. | | | | | | | | |
| 47 | ... | Darjeeling-Himalayan | Bihar and Orissa ... | 1909 | ... | ... | ... | 4,089 | 10·32 | 3·38 |
| | | | | 1910 | ... | ... | ... | 4,322 | 10·69 | 4·00 |
| | | | | 1911 | ... | ... | ... | 4,771 | 9·44 | 2·75 |
| | | | | 1912 | ... | ... | ... | 5,145 | 9·44 | 2·75 |
| | | | | 1913-14 | ... | ... | ... | 5,613 | 10·00 | 3·50 |
| 48 | ... | Gwalior Light ... | Bihar and Orissa ... | 1909 | ... | ... | ... | 2,581 | 11·87 | 5·50 |
| | | | | 1910 | ... | ... | ... | 3,128 | 9·75 | 2·50 |
| | | | | 1911 | ... | ... | ... | 3,687 | 9·77 | 2·40 |
| | | | | 1912 | ... | ... | ... | 5,307 | 11·50 | 4·00 |
| | | | | 1913-14 | ... | ... | ... | 5,849 | 12·06 | 4·50 |
| 49 | ... | Howrah Amta ... | *a* ... | ... | ... | ... | ... | *a* | *a* | *a* |
| 50 | ... | Howrah-Sheakhala | *a* ... | ... | ... | ... | ... | *a* | *a* | *a* |
| 51 | ... | Jagadhri Light ... | Bihar and Orissa ... | 1911 | ... | ... | ... | 75 | 11·71 | 3·09 |
| | | | | 1912 | ... | ... | ... | 182 | 12·53 | 4·28 |
| | | | | 1913-14 | ... | ... | ... | 173 | 14·44 | 6·19 |
| 52 | ... | Jorhat (Provincial) | Assam ... | 1909 | ... | ... | ... | 1,181 | 15·31 | *a* |
| | | | | 1910 | ... | ... | ... | 704 | 15·45 | *a* |
| | | | | 1911 | ... | ... | ... | 885 | 13·75 | *a* |
| | | | | 1912 | ... | ... | ... | 960 | 13·75 | 9·79 |
| | | | | 1913-14 | ... | ... | ... | 968 | 13·77 | 8·97 |
| 5 | (h) | Matheran ... | Bihar and Orissa ... | 1909 | ... | ... | ... | 391 | 17·75 | *a* |
| | | | | 1910 | ... | ... | ... | 312 | 13·90 | *a* |
| | | | | 1911 | ... | ... | ... | 358 | 17·81 | *a* |
| | | | | 1912 | ... | ... | ... | 462 | 17·25 | 6·00 |
| | | | | 1913-14 | ... | ... | ... | 473 | 17·50 | 5·87 |
| 19 | (f) | Pipar Road-Bhavi Light. | Bihar and Orissa ... | 1910 | ... | ... | ... | 21 | 15·00 | 4·00 |
| | | | | 1911 | ... | ... | ... | 189 | 26·00 | *a* |
| | | | | 1912 | ... | ... | ... | 312 | 15·00 | *a* |
| | | | | 1913-14 | ... | ... | ... | 284 | 15·84 | 3·67 |
| | | TOTAL ... | ... | 1909 *b* | 84,559 | ... | ... | 3,657,896 | ... | ... |
| | | | | 1910 *c* | 52,147 | ... | ... | 3,801,248 | ... | ... |
| | | | | 1911 *d* | 33,132 | ... | ... | 4,223,020 | ... | ... |
| | | | | 1912 *e* | 118,582 | ... | ... | 4,590,618 | ... | ... |
| | | | | 1913-14 *e* | 296,582 | ... | ... | 4,702,479 | ... | ... |

## DIX 13—*concld.*

*per ton during the calendar years 1909 to 1912 and the financial year 1913-14.*

where they differ from the corresponding figures in the earlier Reports.

| locomotives and cost per ton. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Wood. | | | Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.) | Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal.) | | | | Remarks. |
| Actual quantity in tons. | Average cost per ton. Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives. | Average cost per ton. At station of supply. | | Per train-mile. | Per engine-mile. | Per 1,000 freight ton-miles. | Per 1,000 gross ton-miles. | |
| 12 | 13 | 14 | 15 | 16 | 17 | 18. | 19 | 20 |
| | Rs. | Rs. | Rs. | | | | | |
| ... | ... | ... | 3·69 | 40·07 | 38·33 | *a* | *a* | *a* Information not available. |
| 7 | 7·92 | 6·50 | 4·57 | 31·56 | 31·10 | *a* | *a* | |
| 1,545 | 3·88 | 3·05 | 7·62 | 22·51 | 19·84 | *a* | *a* | |
| 1,416 | 3·57 | 3·27 | 8·17 | 21·44 | 18·99 | *a* | *a* | |
| 1,578 | 3·74 | 3·44 | 8·60 | 24·06 | 21·70 | *a* | *a* | |
| 1,586 | 3·57 | 3·19 | 8·62 | 24·51 | 21·94 | *a* | *a* | |
| 9 | 3·00 | 2·99 | 2·63 | 28·40 | 25·09 | *a* | *a* | |
| ... | ... | ... | 5·22 | 28·01 | *a* | *a* | *a* | |
| 11 | 5·04 | 5·04 | 5·22 | 30·2 | *a* | *a* | *a* | |
| ... | ... | ... | *a* | *a* | *a* | *a* | *a* | |
| ... | ... | ... | *a* | *a* | *a* | *a* | *a* | |
| ... | ... | ... | 3·56 | 37·43 | 35·10 | *a* | *a* | |
| ... | ... | ... | 1·75 | 30·70 | 28·72 | *a* | *a* | |
| ... | ... | ... | 1·56 | 30·84 | 29·10 | *a* | *a* | |
| ... | ... | ... | 2·12 | 32·80 | 31·02 | *a* | *a* | |
| ... | ... | ... | 3·95 | 37·41 | 25·13 | *a* | *a* | |
| ... | ... | ... | *a* | 28·12 | *a* | *a* | *a* | |
| ... | ... | ... | *a* | 25·78 | *a* | *a* | *a* | |
| ... | ... | ... | *a* | 23·00 | *a* | *a* | *a* | |
| ... | ... | ... | *a* | 31·57 | *a* | *a* | *a* | |
| ... | ... | ... | *a* | 33·59 | *a* | *a* | *a* | |
| 22 | 4·77 | 3·05 | 4·10 | 50·81 | 48·94 | 2,580·78 | 492·53 | |
| ... | ... | ... | 3·38 | 37·26 | 37·26 | *a* | *a* | |
| ... | ... | ... | 4·00 | 37·57 | 37·57 | *a* | *a* | |
| ... | ... | ... | 2·75 | 57·36 | 57·36 | *a* | *a* | |
| ... | ... | ... | 2·75 | 41·02 | 41·02 | *a* | *a* | |
| ... | ... | ... | 3·50 | 42·07 | 42·07 | *a* | *a* | |
| 32 | 6·00 | 6·00 | 5·47 | 36·56 | 33·40 | *a* | *a* | |
| 35 | 6·00 | 6·00 | 2·56 | 35·83 | 35·16 | *a* | *a* | |
| 39 | 6·00 | 6·00 | 2·37 | 35·22 | 35·21 | *a* | *a* | |
| 34 | 6·00 | 6·00 | 4·03 | 48·15 | 45·04 | *a* | *a* | |
| 41 | 6·00 | 6·00 | 5·25 | 53·39 | 47·74 | *a* | *a* | |
| ... | ... | ... | *a* | *a* | *a* | *a* | *a* | |
| ... | ... | ... | *a* | *a* | *a* | *a* | *a* | |
| 24 | 11·71 | 11·71 | 16·18 | 33·19 | 16·59 | *a* | *a* | |
| 27 | 11·00 | 11·00 | 7·64 | 26·43 | 13·21 | *a* | *a* | |
| 7 | 11·00 | 11·00 | 8·59 | 30·04 | 15·02 | *a* | *a* | |
| ... | ... | ... | *a* | 51·98 | *a* | *a* | *a* | *b* Excluding (1) Barasat-Basirhat, (2) Bukhtiarpore-Bihar, (3) Howrah-Amta and (4) Howrah-Sheakhala Light railways. |
| ... | ... | ... | *a* | 31·01 | *a* | *a* | *a* | |
| ... | ... | ... | *a* | 35·64 | *a* | *a* | *a* | |
| ... | ... | ... | 9·79 | 40·36 | *a* | *a* | *a* | |
| ... | ... | ... | 8·97 | 40·92 | *a* | *a* | *a* | |
| 3 | 7·00 | 6·25 | *a* | 62·11 | 62·11 | *a* | *a* | *c* Excluding the railways mentioned in note *b* and the Deoghur railway. |
| 1 | 7·00 | 6·25 | *a* | 51·68 | 51·68 | *a* | *a* | |
| 2 | 7·00 | 6·25 | *a* | 53·20 | 53·20 | *a* | *a* | |
| 2 | 8·50 | 7·00 | 6·02 | 55·45 | 52·45 | *a* | *a* | |
| ... | ... | ... | 5·87 | 35·04 | 32·16 | *a* | *a* | |
| ... | ... | ... | 4·00 | 32·30 | 32·30 | *a* | *a* | *d* Excluding the railways mentioned in note *b* and the Arrah-Sasaram and Shahdara (Delhi)-Saharanpur Light railways. |
| ... | ... | ... | *a* | 28·30 | 28·30 | *a* | *a* | |
| ... | ... | ... | *a* | 32·16 | 32·16 | *a* | *a* | |
| 2 | 10·00 | 10·00 | *a* | 34·19 | 34·19 | *a* | *a* | |
| 127,040 | ... | ... | ... | ... | ... | ... | ... | *e* Excluding the railways mentioned in note *d* and the Madaya Light railway. |
| 126,158 | ... | ... | ... | ... | ... | ... | ... | |
| 132,880 | ... | ... | ... | ... | ... | ... | ... | |
| 120,579 | ... | ... | ... | ... | ... | ... | ... | |
| 106,412 | ... | ... | ... | ... | ... | ... | ... | |

APPEN

*Quantity of Indian coal mined during the calendar years 1891 to 1913, quantity of coal by sea to Indian ports and to foreign ports outside India including Burma, and quantity financial*

| Particulars. | 1891 | 1892 | 1893 | 1894 | 1895 | 1896 | 1897 | 1898 |
|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Quantity of coal mined in each Province— | | | | | | | | |
| Assam ... ... ... ... ... ... ... | 154,208 | 164,059 | 164,420 | 169,448 | 172,717 | 177,259 | 185,533 | 200,39 |
| Baluchistan ... ... ... ... ... ... | 10,368 | 13,284 | 20,094 | 24,753 | 25,458 | 26,257 | 12,043 | 13,373 |
| Bengal ... ... ... ... ... ... ... | 1,747,122 | 1,920,050 | 1,902,866 | 2,035,934 | 2,716,155 | 3,037,920 | 3,142,497 | 3,622,090 |
| Bihar and Orissa ... ... ... ... ... ... | * | * | * | * | * | * | * | * |
| Burma... ... ... ... ... ... ... | ... | 3,670 | 9,938 | 12,111 | 17,289 | 22,903 | 11,472 | 6,975 |
| Central India ... ... ... ... ... ... | 69,741 | 88,623 | 94,618 | 132,837 | 118,479 | 115,386 | 124,778 | 134,726 |
| Central Provinces ... ... ... ... ... | 141,736 | 132,005 | 135,118 | 140,495 | 122,776 | 141,185 | 131,629 | 149,709 |
| Kashmir ... ... ... ... ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Madras ... ... ... ... ... ... | 20 | 61 | 502 | 1,337 | 1,737 | ... | ... | ... |
| Nizam's Territory ... ... ... ... ... ... | 144,668 | 149,601 | 157,421 | 240,525 | 202,015 | 262,681 | 365,550 | 394,622 |
| North-West Frontier Province ... ... ... ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Punjab... ... ... ... ... ... ... | 60,714 | 66,352 | 77,294 | 66,407 | 72,493 | 79,017 | 92,792 | 85,862 |
| Rajputana (Bikaner) ... ... ... ... ... | ... | ... | ... | ... | ... | ... | ... | 511 |
| United Provinces ... ... ... ... ... ... | ... | ... | ... | ... | ... | 1,000 | ... | ... |
| Total ... | 2,328,577 | 2,537,696 | 2,563,001 | 2,823,907 | 3,540,619 | 3,863,698 | 4,066,294 | 4,609,196 |
| Quantity of Indian coal consumed by the locomotives on the railways in India. | 707,142 | 885,402 | 924,900 | 1,062,748 | 1,119,621 | 1,182,051 | 1,328,120 | 1,419,241 |
| Quantity of Indian coal exported by sea— | | | | | | | | |
| To Indian Ports, excluding Burma ... ... ... | † | † | † | 143,813 | 162,276 | 389,842 | 731,742 | 737,689 |
| To ports outside of India, including Burma ... ... | ‡4,515 | ‡15,725 | ‡52,302 | 154,282 | 211,407 | 191,030 | 390,979 | 490,290 |
| Quantity of foreign coal imported into India— | | | | | | | | |
| From the United Kingdom ... ... ... ... | §726,009 | §628,374 | §616,319 | §675,043 | §773,675 | §524,420 | §210,257 | §297,076 |
| From other countries ... ... ... ... ... | §17,344 | §23,123 | §18,066 | §57,112 | §15,428 | §93,212 | §17,016 | §34,209 |

* The quantity of coal mined during these years has been included with the output of Bengal.
† Information not available.
‡ These figures are for the official year and exclude Burma.
§ Excludes the quantity of coal imported on Government Account.

# DIX 14.

*consumed by locomotives on the railways in India and quantity of Indian coal exported of foreign coal imported into India, during the calendar years 1891 to 1912 and during the year 1913-14.*

| 1899 | 1900 | 1901 | 1902 | 1903 | 1904 | 1905 | 1906 | 1907 | 1908 | 1909 | 1910 | 1911 | 1912 | 1913 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| 225,623 | 216,736 | 254,100 | 221,096 | 239,328 | 266,765 | 277,065 | 285,400 | 295,795 | 275,224 | 305,563 | 297,236 | 284,893 | 297,160 | 270,862 |
| 15,522 | 23,281 | 24,656 | 33,889 | 45,909 | 49,867 | 41,725 | 42,164 | 42,488 | 45,212 | 52,449 | 52,614 | 45,707 | 54,386 | 52,932 |
| 4,035,265 | 4,978,492 | 5,487,585 | 6,259,236 | 6,361,212 | 7,063,680 | 7,234,103 | 8,617,820 | 9,993,348 | 11,559,911 | 10,660,811 | 10,778,530 | 11,468,904 | 4,306,129 | 4,649,985 |
| * | * | * | * | * | * | * | * | * | * | * | * | * | 9,126,385 | 10,227,557 |
| 8,105 | 10,228 | 12,466 | 13,302 | 9,206 | 1,105 | ... | 1,222 | ... | ... | ... | ... | ... | ... | ... |
| 164,569 | 164,489 | 164,362 | 171,538 | 193,277 | 185,774 | 157,701 | 170,292 | 178,588 | 155,107 | 121,546 | 130,400 | 143,557 | 149,921 | 148,978 |
| 156,576 | 172,842 | 191,516 | 196,981 | 159,154 | 139,027 | 147,265 | 92,848 | 134,088 | 213,789 | 238,100 | 220,437 | 211,616 | 233,996 | 235,651 |
| ... | ... | ... | 1,060 | 999 | 270 | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 401,216 | 469,291 | 421,218 | 455,424 | 362,733 | 419,546 | 454,294 | 467,924 | 414,221 | 444,211 | 442,892 | 506,173 | 505,380 | 481,652 | 552,133 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 96 | 96 | 90 | 140 | 50 | 90 |
| 81,835 | 74,083 | 67,730 | 55,373 | 43,704 | 45,594 | 62,632 | 73,119 | 60,749 | 54,794 | 37,208 | 49,189 | 30,575 | 38,469 | 51,040 |
| 4,249 | 9,250 | 12,094 | 16,503 | 21,764 | 45,978 | 42,964 | 32,372 | 28,062 | 21,297 | 11,449 | 12,744 | 14,761 | 18,251 | 18,781 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 5,093,260 | 6,118,692 | 6,635,727 | 7,424,402 | 7,438,386 | 8,216,706 | 8,417,739 | 9,783,251 | 11,147,339 | 12,769,635 | 11,870,114 | 12,047,413 | 12,715,533 | 14,706,339 | 16,208,009 |
| | | | | | | | | | | | | | | 1913-14 |
| 1,560,771 | 1,858,061 | 1,956,631 | 2,091,992 | 2,203,889 | 2,447,311 | 2,656,530 | 2,863,878 | 3,285,444 | 3,558,539 | 3,657,896 | 3,801,248 | 4,223,020 | 4,590,618 | 4,762,479 |
| 672,311 | 1,030,709 | 1,157,893 | 974,602 | 1,235,318 | 1,447,867 | 1,635,263 | 1,830,793 | 1,865,056 | 2,124,642 | 1,716,823 | 1,851,322 | 1,604,086 | 1,757,075 | 1,844,485 |
| 467,396 | 711,874 | 845,953 | 728,310 | 723,873 | 896,885 | 1,144,680 | 1,394,732 | 1,040,242 | 1,045,695 | 912,154 | 1,391,248 | 1,253,971 | 1,325,238 | 1,203,478 |
| §406,451 | §91,710 | §112,519 | §108,574 | §133,711 | §176,705 | §147,760 | §199,215 | §227,176 | §173,483 | §311,252 | §261,316 | §245,043 | §144,804 | §210,955 |
| §112,064 | §43,939 | §79,108 | §20,773 | §30,429 | §77,169 | §50,024 | §27,150 | §74,412 | §211,840 | §179,169 | §54,744 | §73,626 | §415,987 | §553,163 |

**APPEN**

*Details of working of State collieries, worked by*

| Colliery. | Owned by. | Province. | Year. | Capital outlay. | Output. | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | | Large coal. | Small coal. | Slack coal. | Total. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| | | | | Rs. | Tons. | Tons. | Tons. | Tons. |
| Ballarpur ... ... | Central Provinces Administration. | Central Provinces. | 1909 | 7,61,454 | 63,120 | *22,117 | ... | 85,237 |
| | | | 1910 | 7,59,090 | 66,639 | *26,638 | ... | 93,277 |
| | | | 1911 | 7,83,071 | 69,576 | 27,027 | ... | 96,603 |
| | | | 1912 | 7,47,461 | 61,722 | ... | 24,695 | 86,417 |
| Dandot ... ... | North Western railway | Punjab ... | 1909 | 2,62,490 | 14,877 | ... | 9,752 | 24,629 |
| | | | 1910 | 2,37,306 | 20,001 | ... | 11,981 | 31,982 |
| | | | 1911 | 90,315 | 12,798 | ... | 5,462 | 18,260 |
| | | | 1912 | 38,557 | ... | ... | ... | ... |
| Kurhurbaree and Serampore... | East Indian railway. | Bihar and Orissa. | 1909 | 29,17,977 | 475,749 | 84,966 | 77,626 | 588,341 |
| | | | 1910 | 30,85,406 | 446,387 | 41,326 | 71,822 | 559,535 |
| | | | 1911 | 30,55,323 | 501,536 | 45,857 | 85,385 | 632,778 |
| | | | 1912 | 30,37,537 | 530,917 | 42,551 | 90,373 | 663,841 |
| | | | 1913-14 | 33,67,565 | 556,016 | 47,296 | 96,054 | 699,366 |
| Mohpani ... ... | Great Indian Peninsula railway. | Central Provinces. | 1909 | 8,37,670 | 57,961 | ... | §2,686 | 60,667 |
| | | | 1910 | 8,55,901 | 37,741 | ... | §1,742 | 39,483 |
| | | | 1911 | 8,83,887 | 48,861 | ... | §3,121 | 51,982 |
| | | | 1912 | 9,02,920 | 53,765 | ... | §3,091 | 56,856 |
| | | | 1913-14 | 10,69,820 | 52,829 | 3,927 | §5,838 | 62,644 |
| Khost ... | North Western railway. | Baluchistan | 1909 | 2,97,023 | 635 | †55 | ‡40,374 | 41,064 |
| | | | 1910 | 2,96,415 | 429 | †37 | ‡44,293 | 44,759 |
| | | | 1911 | 2,80,743 | 1,035 | †90 | ‡38,033 | 39,158 |
| | | | 1912 | 2,82,702 | 1,687 | †147 | ‡36,408 | 38,242 |
| | | | 1913-14 | 2,47,133 | 1,337 | †116 | ‡35,954 | 37,407 |
| Khost pressed fuel factory ... | North Western railway. | Baluchistan | 1909 | 27,752 | ... | ... | ... | ‖18,140 |
| | | | 1910 | 29,068 | ... | ... | ... | ‖19,460 |
| | | | 1911 | 37,104 | ... | ... | ... | ‖20,659 |
| | | | 1912 | 45,516 | ... | ... | ... | ‖19,809 |
| | | | 1913-14 | 46,184 | ... | ... | ... | ‖19,744 |
| Haranpur pressed fuel factory | North Western railway. | Punjab ... | 1909 | 59,081 | ... | ... | ... | ‖6,274 |
| | | | 1910 | 54,650 | ... | ... | ... | ‖5,897 |
| | | | 1911 | 50,551 | ... | ... | ... | ... |
| | | | 1912 | 45,551 | ... | ... | ... | ... |

* Includes slack coal.
† Nut coal.
‡ Mixed coal.
§ Splint coal.
‖ Pressed fuel.

# DIX 15.

*either Railway Companies or the State.*

| Quantity issued. | Gross earnings. | Working expenses. | Net gain or loss. | Percentage on capital. | Average number of persons employed daily. | Number of tons raised per person employed. | Number of persons killed. | Number of persons injured. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|
| 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| Tons. | Rs. | Rs. | Rs. | Per cent. | | Tons. | | | |
| 82,852 | 3,85,293 | 2,36,321 | 1,48,971 | 19·56 | 750 | 114 | ... | 3 | The decrease in the capital outlay in 1912 was due chiefly to fluctuations in suspense balances affecting charges to capital. The Colliery was sold to a private firm and handed over on the 1st April 1913. |
| 95,662 | 4,06,822 | 2,58,097 | 1,48,725 | 19·59 | 688 | 136 | ... | 1 | |
| 96,603 | 4,04,163 | 2,65,813 | 1,38,350 | 17·67 | 735 | 131 | 1 | 1 | |
| 86,417 | 3,51,480 | 2,35,193 | 1,16,287 | 15·56 | 633 | 136 | ... | 1 | |
| 24,629 | 1,72,244 | 2,41,578 | —69,334 | ... | 688 | 36 | 2 | 5 | The decrease in the capital outlay in 1911 was due chiefly to the amount written off for depreciation during the year, and also to credits afforded on account of the sale of plant and the transfer of stores, owing to the closing of the colliery from the 1st June 1911, and in 1912 to credits, afforded for the sale of materials. |
| 31,982 | 2,18,168 | 2,18,195 | —27 | ... | 859 | 37 | 1 | 4 | |
| 18,260 | 1,27,960 | 93,102 | 33,958 | 37·60 | 921 | 20 | 1 | 3 | |
| ... | ... | *11,378 | —11,378 | ... | ... | ... | ... | ... | |
| 576,368 | †10,55,656 | 10,55,656 | ... | ... | 5,985 | 100 | 5 | 15 | The capital outlay is approximate and is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880. The decrease in the capital outlay in 1912 was due to the expenditure on capital works being less than credits to the Sinking Fund. |
| 563,752 | †10,32,324 | 10,32,324 | ... | ... | 5,789 | 97 | 4 | 2 | |
| 641,388 | †12,89,572 | 12,89,572 | ... | ... | 6,257 | 101 | 3 | 5 | |
| 661,248 | †11,73,388 | 11,73,388 | ... | ... | 6,772 | 98 | 5 | 11 | |
| 699,026 | †10,58,198 | 10,58,198 | ... | ... | 7,100 | 98 | 3 | 13 | |
| 58,519 | 3,40,294 | 3,01,744 | 38,550 | 4·60 | 1,224 | 50 | ... | 3 | The capital outlay is made up of the purchase money, £40,000, and the expenditure incurred from the date of purchase, 1st July 1904. |
| 38,961 | 2,14,488 | 2,67,168 | —52,730 | ... | 966 | 41 | ... | 1 | |
| 50,890 | 2,81,530 | 3,14,929 | —33,399 | ... | 1,067 | 48 | 1 | 2 | |
| 60,241 | 3,01,562 | 3,26,286 | —24,724 | ... | 1,095 | 53 | 1 | ... | |
| 63,761 | 3,14,929 | 4,09,096 | —94,167 | ... | 1,194 | 53 | ... | 2 | |
| 40,237 | 3,94,384 | 3,69,660 | 24,724 | 8·33 | 763 | 53 | 3 | 1 | The decrease in the capital outlay in 1913-14 was due chiefly to depreciation charges at 7½ per cent. adjusted by credit to Block Account and debit to profits of the colliery. |
| 42,829 | 4,31,151 | 3,84,880 | 46,271 | 15·61 | 782 | 55 | 4 | 6 | |
| 39,574 | 3,49,248 | 3,41,769 | 7,479 | 2·66 | 754 | 52 | 7 | 3 | |
| 39,089 | 3,37,727 | 3,46,251 | —8,524 | ... | 761 | 50 | 7 | 7 | |
| 38,335 | 3,24,696 | 3,19,762 | 4,934 | 1·99 | 749 | 50 | 3 | 10 | |
| 18,140 | 2,19,608 | 2,11,617 | 7,991 | 28·79 | 27 | 672 | ... | ... | The capital outlay is made up of the purchase money, Rs. 24,927, and the expenditure incurred from the date of purchase. |
| 19,460 | 2,25,074 | 2,24,955 | 119 | 0·41 | 29 | 671 | ... | ... | |
| 20,639 | 2,50,790 | 2,35,642 | 15,148 | 40·82 | 30 | 689 | ... | ... | |
| 19,809 | 2,38,956 | 2,37,669 | 1,287 | 2·83 | 34 | 583 | ... | ... | |
| 19,744 | 2,39,762 | 2,37,828 | 934 | 2·02 | 31 | 637 | ... | ... | |
| 6,274 | 72,148 | 72,922 | —774 | ... | 11 | 570 | ... | ... | The factory was closed on the 31st December 1910, but the accounts were not finally closed till 1912, as land, buildings and some machinery remained to be disposed of. The decrease in the capital outlay in 1911 was due chiefly to the amount written off for depreciation. |
| 5,897 | 67,819 | 34,919 | 32,900 | 60·20 | 11 | 536 | ... | 1 | |
| ... | ... | 73 | —73 | ... | ... | ... | ... | ... | |
| ... | ... | ‡—158 | 158 | 0·34 | ... | ... | ... | ... | |

* The working expenses represent expenditure on dismantling the colliery and the pay of a clerk from 1st January to 30th April 1913.

† Coal issued to railway at cost price.

‡ represents cost of stores returned to the Stores Depôt for which credit has been afforded during the year.

# APPEN

*Rolling-stock under different heads on each*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway. | Engines. | | | | Coaching | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Saloons, Royal and State. | | |
| Main head. | Sub-head. | | Employed exclusively on passenger working. | Employed exclusively on goods working. | Employed on mixed working or on both passenger working and goods working. | Total. | 4-wheeled. | 6-wheeled. | Bogie. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | *5' 6" gauge.* | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur ... | 86 | ... | 317 | 403 | ... | ... | ... |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India | 135 | ... | 204 | 339 | ... | ... | ... |
| 3 | (*a*) | Eastern Bengal ... | 83 | 72 | 115 | 270 | ... | ... | ... |
| 4 | ... | East Indian ... ... | 200 | 781 | 155 | 1,136 | ... | ... | 2 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula ... | 309 | 575 | 189 | 1,073 | ... | ... | ... |
| 6 | (*a*) & (*b*) | Madras and Southern Mahratta | 71 | ... | 179 | 250 | ... | 1 | 1 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | ... | 21 | 46 | 67 | 4 | ... | 6 |
| 8 | (*a*) to (*k*) | North Western ... | 313 | 863 | 78 | 1,254 | ... | ... | 4 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 99 | ... | 177 | 276 | ... | ... | 13 |
| 10 | (*a*) | South Indian ... ... | 28 | ... | 95 | 123 | ... | ... | ... |
| ... | ... | Calcutta Port Commissioners' | ... | 51 | ... | 51 | ... | ... | ... |
| | | Total ... | 1,324 | 2,363 | 1,555 | 5,242 | 4 | 1 | 26 |
| | | *3' 3¾" gauge.* | | | | | | | |
| 11 | ... | Assam-Bengal ... ... | 5 | ... | 103 | 108 | ... | ... | 1 |
| 12 | ... | Bengal and North-Western ... | 54 | ... | 274 | 328 | ... | 2 | ... |
| 13 | ... | Bengal Dooars ... ... | ... | ... | 10 | 10 | ... | ... | ... |
| 14 | ... | Bhavnagar ... ... | ... | ... | 20 | 20 | ... | ... | ... |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India | 209 | ... | 299 | 508 | ... | ... | 1 |
| 15 | ... | Burma ... ... | 11 | ... | 320 | 331 | ... | ... | 2 |
| 16 | ... | Dibru-Sadiya ... ... | ... | ... | 26 | 26 | ... | ... | ... |
| 3 | (*b*) to (*d*) | Eastern Bengal ... ... | 53 | 61 | 127 | 241 | ... | ... | 1 |
| 17 | ... | Gondal-Porbandar ... | ... | ... | 15 | 15 | ... | ... | ... |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | 15 | 8 | 40 | 63 | ... | ... | 3 |
| 18 | ... | Jamnagar ... ... | ... | ... | 4 | 4 | ... | ... | ... |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner ... | ... | ... | 89 | 89 | 1 | ... | 4 |
| 20 | ... | Junagad ... ... | ... | ... | 11 | 11 | ... | ... | 2 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | 42 | 27 | 232 | 301 | ... | ... | 6 |
| 21 | ... | Morvi ... ... | 3 | 2 | 5 | 10 | ... | ... | 1 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 7 | 2 | 54 | 63 | ... | ... | ... |
| 10 | (*b*) to (*i*) | South Indian ... ... | 30 | ... | 279 | 309 | ... | ... | 3 |
| 25 | ... | Udaipur-Chitorgarh ... | 2 | ... | 2 | 4 | ... | ... | ... |
| | | Total ... | 431 | 100 | 1,910 | 2,441 | 1 | 2 | 24 |

**DIX 16.**

*railway on the 31st March 1914.*

| VEHICLES. | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Reserved carriages. | | | Dining cars. | | | First class carriages. | | | Number. |
| 4-wheeled. | 6-wheeled. | Bogie. | 4-wheeled. | 6-wheeled. | Bogie. | 4-wheeled. | 6-wheeled. | Bogie. | Main head. |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 36 | ... | 1 | ... | ... | 6 | 25 | ... | ... | 1 |
| 26 | 5 | 5 | ... | ... | 5 | 1 | ... | 6 | 2 |
| 23 | ... | 1 | ... | ... | ... | 12 | ... | 1 | 3 |
| 51 | 2 | 9 | ... | ... | 9 | 65 | ... | 22 | 4 |
| 30 | ... | 4 | ... | ... | 21 | 53 | ... | 25 | 5 |
| 13 | 6 | 1 | ... | ... | 4 | 21 | ... | ... | 6 |
| 11 | ... | 1 | 1 | ... | ... | 9 | ... | ... | 7 |
| 49 | 22 | 14 | ... | ... | 11 | 68 | ... | 2 | 8 |
| 27 | ... | 2 | ... | ... | 3 | 34 | ... | ... | 9 |
| 5 | 2 | ... | 1 | ... | ... | 3 | 1 | ... | 10 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 271 | 37 | 38 | 2 | ... | 59 | 291 | 1 | 56 | |
| 25 | ... | 7 | ... | ... | 3 | ... | ... | ... | 11 |
| 15 | 9 | 2 | ... | 3 | ... | 6 | 29 | ... | 12 |
| 4 | 1 | ... | 1 | ... | ... | ... | 3 | ... | 13 |
| 3 | ... | 1 | ... | ... | ... | 5 | ... | ... | 14 |
| 61 | ... | 13 | ... | ... | 4 | 15 | ... | 4 | 2 |
| 25 | 1 | 17 | ... | ... | 1 | 12 | ... | 2 | 15 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 16 |
| 17 | 9 | 5 | ... | ... | 1 | 3 | 15 | 9 | 3 |
| 6 | ... | ... | ... | ... | ... | 2 | ... | ... | 17 |
| 4 | 5 | 2 | ... | ... | ... | ... | 6 | ... | 7 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 18 |
| 13 | ... | 1 | 1 | ... | ... | 4 | ... | ... | 19 |
| 3 | ... | 1 | ... | ... | ... | 2 | ... | ... | 20 |
| 8 | ... | 6 | ... | ... | 3 | 41 | ... | 2 | 6 |
| 3 | ... | ... | ... | ... | ... | ... | ... | ... | 21 |
| 4 | 3 | ... | 1 | 1 | ... | 5 | 3 | ... | 24 |
| 9 | ... | 15 | ... | ... | 5 | 13 | ... | 22 | 10 |
| 1 | ... | ... | ... | ... | ... | 1 | ... | ... | 25 |
| 201 | 28 | 70 | 3 | 4 | 22 | 109 | 53 | 39 | |

# APPEN

*Rolling-stock under different heads on each*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway. | Engines. | | | | Coaching | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Saloons, Royal and State. | | |
| Main head. | Sub-head. | | Employed exclusively on passenger working. | Employed exclusively on goods working. | Employed on mixed working or on both passenger working and goods working. | Total. | 4-wheeled. | 6-wheeled. | Bogie. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | *2' 6" gauge.* | | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | 5 | 5 | ... | ... | ... |
| 29 | ... | Barasat-Basirhat Light ... | ... | ... | 7 | 7 | ... | ... | ... |
| 30 | ... | Barsi Light ... ... | ... | ... | 13 | 13 | ... | ... | ... |
| 1 | (b), (c), (e), (g) & (h) | Bengal-Nagpur ... ... | ... | ... | 77 | 77 | ... | ... | ... |
| 31 | ... | Bowringpet-Kolar ... | ... | ... | 2 | 2 | ... | ... | ... |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | 4 | 4 | ... | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light ... | ... | ... | 4 | 4 | ... | ... | ... |
| 36 | ... | Cutch ... ... | ... | ... | 4 | 4 | ... | ... | ... |
| 37 | ... | Dehri-Rohtas Light ... | ... | ... | 3 | 3 | ... | ... | ... |
| 38 | ... | Dholpur-Bari ... ... | ... | ... | 4 | 4 | ... | ... | ... |
| 3 | (b) | Eastern Bengal ... ... | ... | ... | 5 | 5 | ... | ... | ... |
| 2 | (m) to (o) | Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla. | ... | ... | 17 | 17 | 2 | ... | 1 |
| 40 | ... | Godhra-Lunavada ... | ... | ... | 2 | 2 | ... | ... | ... |
| 41 | ... | Jessore-Jhenidah Light ... | ... | ... | 4 | 4 | ... | ... | ... |
| 8 | (l) | Kalka-Simla ... ... | ... | ... | 24 | 24 | ... | ... | ... |
| 3 | (m) & (n) | Kohat-Thal and Nowshera Durgai. | ... | ... | 28 | 28 | ... | ... | ... |
| 42 | ... | Madaya Light ... ... | Information not furnished. | | | | | | |
| 10 | (j) & (k) | Morappur-Dharmapuri and Tirupattur-Krishnagiri. | ... | ... | 9 | 9 | ... | ... | ... |
| 21 | ... | Morvi ... ... | 3 | 1 | 1 | 5 | ... | ... | ... |
| 1 | (d) | Mourbhanj ... ... | ... | ... | 3 | 3 | ... | ... | ... |
| 5 | (g) | Murtajapur-Ellichpur ... | ... | ... | 4 | 4 | ... | ... | ... |
| 43 | ... | Nadiad-Kapadvanj ... | ... | ... | 3 | 3 | ... | ... | ... |
| 1 | (f) | Parlakimedi Light ... | ... | ... | 3 | 3 | ... | ... | 1 |
| 24 | (c) | Powayan Light. ... | ... | ... | 5 | 5 | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | ... | ... | 8 | 8 | ... | ... | ... |
| 45 | ... | Tarkeswar-Magra Light ... | ... | ... | 6 | 6 | ... | ... | ... |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | 3 | 3 | ... | ... | ... |
| 8 | (o) | Trans-Indus (Kalabagh Bannu) | ... | ... | 8 | 8 | ... | ... | ... |
| | | Total ... | 3 | 1 | 256 | 260 | 2 | ... | 2 |
| | | *2' 0" gauge.* | | | | | | | |
| 47 | (a) | Darjeeling-Himalayan ... | ... | ... | 16 | 16 | ... | ... | 2 |
| 48 | ... | Gwalior Light ... ... | ... | ... | 20 | 20 | ... | ... | 2 |
| 49 | ... | Howrah-Amta Light ... | ... | ... | 17 | 17 | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | 4 | 4 | ... | ... | ... |
| 51 | ... | Jagadhri Light ... ... | ... | ... | 2 | 2 | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | 10 | 10 | ... | ... | ... |
| 5 | (k) | Matheran Light ... ... | ... | ... | 5 | 5 | ... | ... | ... |
| 19 | (f) | Pipar Road-Bhavi Light ... | ... | ... | 2 | 2 | ... | ... | ... |
| | | Total ... | ... | ... | 76 | 76 | ... | ... | 4 |
| | | Grand total ... | 1,758 | 2,464 | 3,797 | 8,019 | 7 | 3 | 56 |

**DIX 16—*contd.***

***railway on the 31st March 1914.***

| VEHICLES. | | | | | | | | | NUMBER. |
|---|---|---|---|---|---|---|---|---|---|
| RESERVED CARRIAGES. | | | DINING CARS. | | | FIRST CLASS CARRIAGES. | | | |
| 4-wheeled. | 6-wheeled. | Bogie. | 4-wheeled. | 6-wheeled. | Bogie. | 4-wheeled. | 6-wheeled. | Bogie. | Main head. |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| | | | | | | | | | |
| 1 | ... | ... | .... | ... | ... | 2 | ... | ... | 27 |
| 1 | ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| ... | ... | 1 | ... | ... | ... | ... | ... | ... | 30 |
| ... | ... | 7 | ... | ... | ... | ... | ... | 2 | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 31 |
| | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | 1 | ... | ... | 32 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 35 |
| ... | ... | 1 | ... | ... | ... | ... | ... | ... | 36 |
| ... | ... | 1 | ... | ... | ... | ... | ... | 1 | 37 |
| ... | ... | 1 | ... | ... | ... | ... | ... | ... | 38 |
| | | | | | | | | | |
| 2 | ... | ... | ... | ... | ... | ... | ... | ... | 3 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 40 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 41 |
| 1 | ... | 4 | ... | ... | ... | 4 | ... | ... | 8 |
| | | | | | | | | | |
| 3 | ... | 1 | ... | ... | ... | 6 | ... | ... | 8 |
| ... | ... | ... | ... | ... | ... | ... | ... | .. | 42 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 10 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 21 |
| ... | ... | ... | ... | ... | ... | 2 | ... | ... | 1 |
| | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 43 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| 1 | ... | ... | ... | ... | ... | ... | ... | ... | 24 |
| | | | | | | | | | |
| 1 | ... | ... | ... | ... | ... | 3 | ... | ... | 49 |
| 1 | ... | ... | ... | ... | ... | ... | ... | ... | 45 |
| ... 1 | ... | ... | ... | ... | ... | ... | ... | ... | 46 |
| | ... | ... | ... | ... | ... | ... | ... | ... | 8 |
| 12 | ... | 16 | ... | ... | ... | 18 | ... | 3 | |
| | | | | | | | | | |
| 3 | ... | 2 | ... | ... | ... | 15 | ... | ... | 47 |
| | ... | 3 | ... | ... | ... | ... | ... | 7 | 48 |
| 1 | ... | ... | ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 50 |
| | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | 2 | ... | ... | 5 | 52 |
| 2 | ... | ... | ... | ... | ... | 14 | ... | ... | 5 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 19 |
| 6 | ... | 5 | ... | ... | 2 | 29 | ... | 12 | |
| 490 | 65 | 129 | 5 | 4 | 83 | 447 | 57 | 110 | |

*Rolling-stock under different heads on each*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway. | COACHING | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Composite, 1st and 2nd Class. | | | Composite, 1st, 2nd and 3rd Class. (For servants or otherwise.) | | | Other Composite carriages. | | |
| Main head. | Sub-head. | | 4-wheeled. | 6-wheeled. | Bogie. | 4-wheeled. | 6-wheeled. | Bogie. | 4-wheeled. | 6-wheeled. | Bogie. |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
| | | *5′ 6″ gauge.* | | | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur ... | 42 | ... | 36 | ... | ... | 6 | 5 | ... | 3 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India. | 24 | 4 | 49 | ... | ... | 10 | ... | ... | 10 |
| 3 | (*a*) | Eastern Bengal ... | 45 | ... | 29 | ... | ... | ... | ... | ... | 31 |
| 4 | ... | East Indian ... ... | 28 | ... | 92 | ... | ... | ... | 13 | ... | 15 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula ... | 63 | ... | 137 | ... | ... | 12 | ... | ... | *35 |
| 6 | (*a*) & (*b*) | Madras and Southern Mahratta | 51 | ... | 11 | ... | ... | 15 | 10 | ... | 15 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State | 12 | ... | 4 | ... | ... | 2 | ... | ... | ... |
| 8 | (*a*) to (*k*) | North-Western ... | 122 | ... | 23 | ... | ... | 152 | 10 | ... | †35 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 46 | ... | 15 | ... | ... | ... | 4 | ... | 47 |
| 10 | (*a*) | South Indian ... ... | 27 | ... | 11 | ... | ... | 3 | ... | ... | 6 |
| ... | ... | Calcutta Port Commissioners' | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | Total ... | 470 | 4 | 497 | ... | ... | 200 | 42 | ... | 197 |
| | | *3′ 3⅜″ gauge.* | | | | | | | | | |
| 11 | ... | Assam-Bengal... ... | 6 | ... | 29 | ... | ... | 8 | ... | ... | ‡17 |
| 12 | ... | Bengal and North-Western | 30 | 16 | 16 | ... | ... | ... | ... | ... | 1 |
| 13 | ... | Bengal Dooars... ... | 1 | 5 | ... | ... | ... | ... | 1 | ... | ... |
| 14 | ... | Bhavnagar ... ... | 3 | ... | 7 | ... | ... | 2 | ... | ... | 1 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 40 | ... | 58 | ... | ... | 43 | ... | ... | ... |
| 15 | ... | Burma ... ... | 26 | ... | 23 | ... | ... | 49 | ... | ... | 17 |
| 16 | ... | Dibru-Sadiya ... ... | 9 | ... | 3 | ... | ... | ... | ... | ... | ... |
| 3 | (*b*) to (*d*) | Eastern Bengal ... | 12 | 33 | 33 | ... | ... | 2 | ... | ... | 13 |
| 17 | ... | Gondal-Porbandar ... | 3 | ... | 7 | ... | ... | ... | ... | ... | ... |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | ... | 11 | 9 | ... | ... | ... | ... | 2 | 3 |
| 18 | ... | Jamnagar ... ... | 4 | ... | ... | ... | ... | ... | ... | ... | ... |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner ... | 21 | ... | 3 | ... | ... | ... | ... | ... | §14 |
| 20 | ... | Junagad ... ... | 3 | ... | 2 | ... | ... | 1 | 2 | ... | ... |
| 6 | (*a*) to (*l*) | Madras and Southern Mahratta. | 61 | ... | 20 | ... | ... | 4 | ... | ... | 16 |
| 21 | ... | Morvi ... .. | 4 | ... | 3 | ... | ... | ... | ... | ... | ... |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 8 | 3 | 6 | ... | ... | 2 | ... | ... | 4 |
| 10 | (*b*) to (*i*) | South Indian ... ... | 48 | ... | 46 | ... | ... | 25 | ... | ... | 12 |
| 25 | ... | Udaipur-Chitorgarh ... | 4 | ... | ... | ... | ... | ... | ... | ... | ... |
| | | Total ... | 283 | 68 | 385 | ... | ... | 136 | 3 | 2 | 98 |

* Includes 4 composite restaurant and sleeping carriages.
† Includes 5 composite first, second and dining cars.
‡ Includes 3 third class carriages with dining accommodation.
§ Includes 2 composite first, second and dining cars.

## DIX 16—*contd.*

*railway on the 31st March 1914.*

VEHICLES—*contd.*

| SECOND CLASS. | | | Second class with postal accommodation. | INTERMEDIATE CLASS. | | | | | Composite. Intermediate and third class. | Intermediate and postal carriages. | Intermediate, third and postal carriages. | Lower class. | THIRD CLASS CARRIAGES WITHOUT BRAKE COMPARTMENTS. | | NUMBER. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Ambulance. | | | | | | | | |
| 4-wheeled. | 6-wheeled. | Bogie. | | 4-wheeled. | 6-wheeled. | Bogie. | 4-wheeled. | Bogie. | | | | | 4-wheeled. | 6-wheeled. | Main head. |
| 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 |
| 27 | ... | ... | ... | 22 | ... | 23 | ... | ... | 23 | 3 | ... | ... | 251 | ... | 1 |
| 18 | ... | 17 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 92 | 40 | 2 |
| 13 | ... | 1 | ... | 22 | ... | 14 | 11 | ... | 50 | 6 | 4 | ... | 162 | ... | 3 |
| 64 | ... | 15 | ... | 56 | ... | 45 | ... | ... | 155 | ... | 8 | ... | 545 | ... | 4 |
| 119 | ... | 20 | 22 | 3 | ... | ... | ... | ... | 9 | ... | ... | ... | 491 | ... | 5 |
| 31 | 4 | ... | ... | 4 | ... | ... | ... | ... | 7 | ... | ... | ... | 226 | ... | 6 |
| 10 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 64 | ... | 7 |
| 57 | ... | ... | ... | 113 | ... | 13 | ... | ... | 221 | ... | ... | ... | 240 | ... | 8 |
| 30 | ... | ... | ... | 31 | ... | 3 | ... | ... | 68 | ... | 2 | ... | 50 | ... | 9 |
| 26 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 115 | ... | 10 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 395 | 4 | 53 | 22 | 251 | ... | 98 | 11 | ... | 533 | 9 | 14 | ... | 2,236 | 40 | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 9 | ... | ... | ... | ... | ... | 11 |
| 8 | 26 | ... | ... | ... | 32 | ... | ... | ... | 78 | ... | ... | ... | 218 | 141 | 12 |
| ... | 1 | ... | ... | ... | ... | ... | ... | ... | 4 | ... | ... | ... | 2 | 20 | 13 |
| 5 | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 45 | ... | 14 |
| 35 | ... | ... | ... | 26 | ... | 4 | ... | ... | 12 | 3 | ... | ... | 474 | ... | 2 |
| 28 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 150 | ... | 15 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 10 | ... | 29 | ... | 16 |
| 14 | ... | 2 | ... | 43 | ... | 8 | ... | ... | 55 | 2 | 2 | ... | 196 | ... | 3 |
| 4 | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 33 | ... | 17 |
| ... | 10 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 53 | 7 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 15 | ... | 18 |
| 9 | ... | ... | ... | 17 | ... | ... | ... | ... | 3 | ... | ... | ... | 60 | ... | 19 |
| 1 | ... | ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 11 | ... | 20 |
| 29 | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 255 | ... | 6 |
| 1 | ... | ... | 3 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 27 | ... | 21 |
| 2 | 3 | ... | ... | 3 | ... | ... | ... | ... | 10 | ... | 8 | ... | 51 | 29 | 24 |
| 24 | ... | 9 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 342 | 1 | 10 |
| 1 | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | 18 | ... | 25 |
| 161 | 40 | 13 | 8 | 89 | 32 | 12 | ... | ... | 173 | 5 | 20 | ... | 1,926 | 244 | |

*Rolling-stock under different heads on each*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway. | COACHING | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Composite, 1st and 2nd class. | | | Composite 1st, 2nd and 3rd class. (For servants or otherwise.) | | | Other composite carriages. | | |
| Main head. | Sub-head. | | 4-wheeled. | 6-wheeled. | Bogie. | 4-wheeled. | 6-wheeled. | Bogie. | 4-wheeled. | 6-wheeled. | Bogie. |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 |
| | | *2' 6" gauge.* | | | | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | Baraset-Basirhat Light ... | 4 | ... | ... | ... | ... | ... | ... | ... | ... |
| 30 | ... | Barsi Light ... ... | ... | ... | 4 | ... | ... | ... | ... | ... | 6 |
| 1 | (b), (c), (e), (g) & (h) | Bengal-Nagpur ... | 2 | ... | 18 | ... | ... | 2 | ... | ... | 6 |
| 31 | ... | Bowringpet-Kolar ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 |
| 32 | ... | Bukhtiarpore-Bihar Light... | 3 | ... | ... | ... | ... | ... | 1 | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| 36 | ... | Cutch ... ... | ... | ... | 1 | ... | ... | ... | ... | ... | 1 |
| 37 | ... | Dehri-Rohtas Light ... | ... | ... | .. | ... | ... | ... | ... | ... | ... |
| 38 | ... | Dholpur-Bari ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| 3 | (b) | Eastern Bengal ... | 6 | ... | ... | ... | ... | ... | 5 | ... | ... |
| 2 | (m) to (o) | Gackwar's Dabhoi, Kosamba-Zankhrav and Rajpipla. | ... | ... | ... | ... | ... | .. | ... | ... | ... |
| 40 | ... | Godhra-Lunavada ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| 41 | ... | Jessore-Jhenidah Light ... | 3 | ... | ... | ... | ... | ... | ... | ... | ... |
| 8 | (l) | Kalka-Simla ... ... | 2 | ... | 24 | ... | ... | 4 | ... | ... | ... |
| 8 | (m) & (n) | Kohat-Thal and Nowshera-Durgai. | 7 | ... | ... | ... | ... | ... | ... | ... | ... |
| 42 | ... | Madaya Light ... | Information not furnished. | | | ... | ... | ... | ... | ... | ... |
| 10 | (j) & (k) | Morappur-Dharmapuri and Tirupattur-Krishnagiri. | ... | ... | ... | ... | ... | ... | ... | ... | 6 |
| 21 | ... | Morvi ... ... ... | ... | ... | 4 | ... | ... | ... | 1 | ... | 4 |
| 1 | (d) | Mourbhanj ... ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| 5 | (g) | Murtajapur-Ellichpur ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| 43 | ... | Nadiad-Kapadvanj ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| 1 | (f) | Parlakimedi Light ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| 24 | (c) | Powayan Light ... | 3 | ... | ... | ... | ... | ... | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 45 | ... | Tarkessur-Magra Light ... | 2 | ... | ... | ... | ... | ... | 1 | ... | ... |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 |
| 8 | (o) | Trans-Indus (Kalabagh-Bannu). | 2 | ... | ... | ... | ... | ... | ... | ... | 3 |
| | | Total ... | 34 | ... | 51 | ... | ... | 6 | 8 | ... | 45 |
| | | *2' 0" gauge.* | | | | | | | | | |
| 47 | (a) | Darjeeling-Himalayan ... | 4 | ... | 4 | ... | ... | ... | ... | ... | 5 |
| 48 | ... | Gwalior Light ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 |
| 49 | ... | Howrah-Amta Light ... | 5 | ... | ... | ... | ... | ... | 4 | ... | ... |
| 50 | ... | Howrah-Shenkhala Light ... | 1 | ... | ... | ... | ... | ... | 2 | ... | ... |
| 51 | ... | Jagadhri Light ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) .. | ... | ... | ... | ... | ... | 1 | ... | ... | ... |
| 5 | (h) | Matheran Light ... | 1 | ... | ... | ... | ... | 1 | 2 | ... | ... |
| 19 | (f) | Pipar Road-Bhavi Light ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| | | Total ... | 12 | ... | 4 | ... | ... | 2 | 8 | ... | 11 |
| | | Grand total ... | 799 | 72 | 727 | ... | ... | 344 | 61 | ... | 351 |

*railway on the 31st March 1914.*

VEHICLES—*contd.*

| Second class. | | | Second class with postal accommodation. | Intermediate class. | | | | | Composite, intermediate and third class. | Intermediate and postal carriages. | Intermediate, third and postal carriages. | Lower class. | Third class carriages without brake compartments. | | Number. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Ambulance. | | | | | | | | |
| 4-wheeled. | 6-wheeled. | Bogie. | | 4-wheeled. | 6-wheeled. | Bogie. | 4-wheeled. | Bogie. | | | | | 4-wheeled. | 6-wheeled. | Main head. |
| 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 |
| ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | 18 | ... | 27 |
| ... | ... | ... | ... | 5 | ... | ... | ... | ... | ... | ... | ... | ... | 28 | ... | 29 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 30 |
| ... | ... | 3 | ... | ... | ... | 3 | ... | ... | 12 | ... | ... | ... | 14 | ... | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 31 |
| ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | 11 | ... | 32 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 35 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 | ... | ... | 36 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | 37 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 38 |
| ... | ... | ... | ... | 2 | ... | ... | ... | ... | 2 | ... | ... | ... | 25 | ... | 3 |
| 1 | ... | 11 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 47 | ... | ... | 2 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 40 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 6 | ... | 41 |
| 6 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 20 | ... | 8 |
| 3 | ... | ... | ... | 4 | ... | ... | ... | ... | ... | ... | ... | ... | 33 | ... | 3 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 42 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 10 |
| 4 | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 15 | ... | 21 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 43 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 10 | ... | 24 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | ... | ... | 30 | ... | 44 |
| ... | ... | ... | ... | 1 | ... | ... | ... | ... | 2 | ... | ... | ... | 11 | ... | 45 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 8 | ... | ... | 46 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 6 | ... | 8 |
| 14 | ... | 14 | 2 | 16 | ... | 3 | ... | ... | 17 | 3 | ... | 61 | 227 | ... | |
| 18 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 23 | ... | 47 |
| 6 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 25 | ... | 48 |
| ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | 84 | ... | 49 |
| ... | ... | ... | ... | 3 | ... | ... | ... | ... | ... | ... | ... | ... | 18 | ... | 50 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | ... | ... | 51 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | 1 | 15 | ... | ... | 52 |
| 7 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 6 | ... | 5 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 19 |
| 81 | ... | ... | ... | 5 | ... | ... | ... | ... | 2 | ... | 1 | 18 | 156 | ... | |
| 601 | 44 | 80 | 32 | 361 | 32 | 113 | 11 | ... | 735 | 17 | 35 | 79 | 4,545 | 284 | |

# APPEN

*Rolling-stock under different heads on each*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway. | COACHING | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Third class carriages without brake compartments—*concld.* | | | Third class carriages with brake compartments. | | | | | |
| | | | | Ambulance. | | | | | Ambulance. | | Third class and postal vans. |
| Main head. | Sub-head. | | Bogie. | 4-wheeled. | Bogie. | 4-wheeled. | 6-wheeled. | Bogie. | 4-wheeled. | Bogie. | |
| 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 |
| | | *5′ 6″ gauge.* | | | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur ... | 231 | 18 | ... | 72 | ... | ... | ... | ... | 16 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India | 327 | 8 | 7 | 4 | ... | 15 | ... | ... | 26 |
| 3 | (*a*) | Eastern Bengal ... | 123 | ... | ... | 24 | ... | 25 | ... | ... | 6 |
| 4 | ... | East Indian ... ... | 276 | 100 | ... | 27 | ... | 18 | ... | ... | 56 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula ... | 251 | 16 | 20 | 113 | ... | 16 | 22 | 10 | 31 |
| 6 | (*a*) & (*b*) | Madras and Southern Mahratta | 33 | 45 | ... | 60 | ... | ... | ... | ... | 14 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State... | 8 | ... | ... | ... | ... | ... | ... | ... | 7 |
| 8 | (*a*) to (*k*) | North Western ... | 260 | 365 | 288 | 17 | ... | ... | ... | ... | 80 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 41 | 166 | 80 | 6 | ... | 7 | 15 | ... | 38 |
| 10 | (*a*) | South Indian ... ... | 45 | ... | ... | 23 | ... | ... | ... | ... | 4 |
| ... | ... | Calcutta Port Commissioners' | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| | | Total ... | 1,595 | 718 | 395 | 346 | ... | 81 | 37 | 10 | 278 |
| | | *3′ 3½″ gauge.* | | | | | | | | | |
| 11 | ... | Assam-Bengal ... | 113 | ... | ... | ... | ... | ... | ... | ... | 22 |
| 12 | ... | Bengal and North-Western | 6 | ... | ... | 2 | 215 | 201 | ... | ... | 16 |
| 13 | ... | Bengal Dooars ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 |
| 14 | ... | Bhavnagar ... ... | 17 | ... | ... | ... | ... | ... | ... | ... | 1 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India | 434 | 5 | ... | 22 | ... | ... | ... | ... | 41 |
| 15 | ... | Burma ... ... | 231 | 54 | ... | 8 | ... | 37 | ... | ... | 47 |
| 16 | ... | Dibru-Sadiya ... ... | ... | ... | ... | ... | ... | ... | ... | ... | 6 |
| 3 | (*b*) to (*d*) | Eastern Bengal ... | 165 | ... | ... | ... | ... | 2 | ... | ... | 16 |
| 17 | ... | Gondal-Porbandar ... | 9 | ... | ... | 2 | ... | ... | ... | ... | 2 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | 15 | ... | ... | ... | ... | 1 | ... | ... | 2 |
| 18 | ... | Jamnagar ... ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner ... | 63 | ... | ... | ... | ... | ... | ... | ... | 13 |
| 20 | ... | Junagad ... ... | 11 | ... | ... | 1 | ... | ... | ... | ... | 1 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | 124 | 1 | ... | 229 | ... | 19 | 2 | ... | 36 |
| 21 | ... | Morvi ... ... | 7 | ... | ... | 1 | ... | ... | ... | ... | 1 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 38 | ... | ... | 2 | ... | ... | ... | ... | 1 |
| 10 | (*b*) to (*i*) | South Indian ... ... | 488 | ... | ... | ... | ... | 77 | ... | ... | 40 |
| 25 | ... | Udaipur-Chitorgarh ... | ... | ... | ... | 2 | ... | ... | ... | ... | 1 |
| | | Total ... | 1,723 | 60 | ... | 269 | 215 | 337 | 2 | ... | 250 |

## DIX 16—*contd.*

*railway on the 31st March 1914.*

| VEHICLES—*concld.* | | | | | | | | | | | | | | | | | NUMBER. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Brake-vans (used exclusively on passenger service). | BRAKE-VANS WITH | | Brake-vans fitted with postal compartments. | Postal vans. | Composite, postal and other carriages. | Prison vans. | Carriage trucks. | Horse boxes. | Luggage vans. | Produce vendors' vans. | Milk vans. | Fish vans. | Store, ice and stationery vans. | Miscellaneous. | Total coaching vehicles. | Total number of axles of coaching vehicles in use on the line. | Main head. |
| | Intermediate class. | Third class. | | | | | | | | | | | | | | | |
| 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 |
| 33 | 7 | 47 | ... | ... | 14 | ... | 18 | 36 | 30 | ... | ... | ... | ... | ... | 1,031 | 2,834 | 1 |
| 60 | ... | 33 | ... | ... | ... | ... | 16 | 29 | 54 | ... | ... | ... | ... | ... | 891 | 2,883 | 2 |
| 20 | 17 | ... | ... | 1 | 1 | ... | 9 | 22 | 26 | 16 | 20 | 31 | ... | 13 | 779 | 1,970 | 3 |
| 168 | 18 | 98 | ... | ... | ... | ... | 59 | 130 | 51 | 10 | ... | ... | 1 | 123 | 2,341 | 6,274 | 4 |
| 165 | 1 | 70 | 10 | 9 | ... | 6 | 70 | 116 | 139 | ... | ... | ... | ... | ... | 2,109 | 5,518 | 5 |
| ... | ... | 68 | ... | ... | ... | ... | 24 | 38 | 38 | ... | ... | ... | ... | ... | 741 | 1,765 | 6 |
| 30 | ... | 1 | ... | ... | ... | ... | 4 | 10 | 1 | ... | ... | ... | ... | 2 | 187 | 423 | 7 |
| 283 | ... | 55 | 10 | 4 | ... | ... | 54 | 150 | 44 | ... | ... | ... | 18 | 164 | 2,948 | 7,882 | 8 |
| 157 | ... | 10 | ... | ... | ... | ... | 23 | 72 | 46 | ... | ... | ... | 4 | ... | 1,040 | 2,574 | 9 |
| ... | ... | 8 | ... | 4 | ... | ... | 8 | 18 | 8 | ... | ... | ... | ... | 4 | 322 | 795 | 10 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 916 | 43 | 390 | 20 | 18 | 15 | 6 | 285 | 621 | 437 | 26 | 20 | 31 | 23 | 306 | 12,389 | ... | |
| ... | 101 | ... | ... | ... | ... | ... | ... | 20 | 14 | ... | ... | 3 | ... | 1 | 379 | 1,206 | 11 |
| ... | ... | ... | ... | ... | ... | ... | 5 | 30 | 1 | ... | ... | ... | ... | ... | 1,108 | 3,220 | 12 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 48 | 132 | 13 |
| 12 | ... | 3 | ... | ... | ... | ... | 2 | 5 | ... | ... | ... | ... | ... | ... | 114 | 286 | 14 |
| 17 | ... | 79 | ... | ... | ... | 2 | 39 | 80 | 17 | ... | ... | ... | ... | 4 | 1,533 | 4,446 | 2 |
| ... | ... | 46 | ... | ... | ... | 3 | 1 | 37 | 17 | ... | ... | ... | ... | 94 | 928 | 2,801 | 15 |
| 6 | ... | ... | ... | ... | ... | ... | ... | 7 | 4 | ... | ... | 2 | ... | 2 | 78 | 182 | 16 |
| 10 | 2 | ... | ... | 3 | 2 | 2 | 7 | 32 | 58 | ... | ... | 23 | ... | 28 | 825 | 2,217 | 3 |
| 7 | ... | 3 | ... | ... | 2 | ... | 3 | 2 | ... | ... | ... | ... | ... | ... | 87 | 216 | 17 |
| 22 | ... | 11 | ... | ... | 3 | ... | 2 | 12 | ... | ... | ... | ... | ... | ... | 176 | 536 | 7 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 22 | 48 | 18 |
| 6 | ... | 8 | ... | ... | ... | ... | 2 | 14 | ... | ... | ... | ... | 1 | ... | 256 | 724 | 19 |
| 3 | ... | 3 | ... | ... | ... | ... | 1 | 1 | 1 | ... | ... | ... | ... | ... | 51 | 142 | 20 |
| ... | ... | 306 | ... | ... | ... | 6 | 14 | 47 | 24 | ... | ... | ... | ... | 10 | 1,278 | 3,088 | 6 |
| 4 | ... | 2 | ... | ... | ... | ... | ... | 4 | 1 | ... | ... | ... | ... | ... | 62 | 150 | 21 |
| ... | ... | 6 | 10 | ... | ... | ... | ... | 12 | ... | ... | ... | ... | ... | ... | 215 | 604 | 24 |
| 84 | ... | 67 | ... | ... | ... | ... | 8 | 24 | 12 | ... | ... | ... | ... | 61 | 1,435 | 4,527 | 10 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 31 | 62 | 25 |
| 171 | 103 | 536 | 10 | 3 | 7 | 13 | 84 | 330 | 149 | ... | ... | 28 | 1 | 200 | 8,628 | ... | |

# APPEN

*Rolling-stock under different heads on each*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway. | COACHING | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Third class carriages without brake compartments—*concld.* | | | Third class carriages with brake compartments. | | | | | Third class and postal vans. |
| | | | Bogie. | Ambulance. | | 4-wheeled. | 6-wheeled. | Bogie. | Ambulance. | | |
| | | | | 4-wheeled. | Bogie. | | | | 4-wheeled. | Bogie. | |
| Main head. | Sub-head. | | | | | | | | | | |
| 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 |
| | | *2' 6" gauge.* | | | | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 29 | ... | Paraset-Basirhat Light ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| 30 | ... | Barsi Light ... ... | 32 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1 | (*b*), (*c*), (*e*), (*g*) & (*k*) | Bengal-Nagpur ... | 118 | ... | ... | 3 | ... | ... | ... | ... | ... |
| 31 | ... | Bowringpet-Kolar ... | 1 | ... | ... | ... | ... | ... | ... | ... | ... |
| 32 | ... | Bukhtiarpore-Bihar Light... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| 35 | ... | Champaner-Shivrajpur Light | 2 | ... | ... | ... | ... | ... | ... | ... | ... |
| 36 | ... | Cutch ... ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 37 | ... | Dehri-Rohtas Light ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... |
| 38 | ... | Dholpur-Bari ... ... | 3 | ... | ... | ... | ... | 2 | ... | ... | ... |
| 3 | (*b*) | Eastern Bengal ... | ... | ... | ... | 7 | ... | ... | ... | ... | 2 |
| 2 | (*m*) to (*o*) | Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla-Godhra-Lunavada ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 40 | ... | | ... | ... | 4 | ... | ... | ... | ... | ... | ... |
| 41 | ... | Jessore-Jhenidah Light ... | ... | ... | ... | 1 | ... | ... | ... | ... | 2 |
| 8 | (*i*) | Kalka-Simla ... ... | 34 | ... | ... | ... | ... | ... | ... | ... | ... |
| 9 | (*m*) & (*n*) | Kohat-Thal and Nowshera-Durgai. | 6 | ... | ... | ... | ... | ... | ... | ... | ... |
| 42 | ... | Madaya Light. | Information not furnished. | | | ... | ... | ... | ... | ... | ... |
| 10 | (*j*) & (*k*) | Morappur-Dharmapuri and Tirupattur-Krishnagiri. | 18 | ... | ... | ... | ... | ... | ... | ... | ... |
| 21 | ... | Morvi ... ... | 13 | ... | ... | ... | ... | ... | ... | ... | 2 |
| 1 | (*d*) | Mourbhanj ... ... | 5 | ... | ... | ... | ... | ... | ... | ... | ... |
| 5 | (*g*) | Murtajapur-Ellichpur ... | 2 | ... | ... | ... | ... | 2 | ... | ... | ... |
| 43 | ... | Nadiad-Kapadvanj ... | 5 | ... | ... | ... | ... | ... | ... | ... | ... |
| 1 | (*f*) | Parlakimedi Light ... | 5 | ... | ... | ... | ... | ... | ... | ... | ... |
| 24 | (*o*) | Powayan Light ... | ... | ... | ... | 4 | ... | ... | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | ... | ... | ... | 6 | ... | ... | ... | ... | ... |
| 45 | ... | Tarkessur-Magra Light ... | 1 | ... | ... | 3 | ... | ... | ... | ... | ... |
| 46 | ... | Tezpore-Balipara Light .. | 2 | ... | ... | ... | ... | ... | ... | ... | ... |
| 8 | (*o*) | Trans-Indus (Kalabagh Bunnu). | 18 | ... | ... | ... | ... | ... | ... | ... | ... |
| | | Total ... | 262 | ... | 4 | 24 | ... | 4 | ... | ... | 8 |
| | | *2' 0" gauge.* | | | | | | | | | |
| 47 | (*a*) | Darjeeling-Himalayan ... | 3 | ... | ... | 4 | ... | 1 | ... | ... | ... |
| 48 | ... | Gwalior Light ... | 20 | ... | ... | ... | ... | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 51 | ... | Jagadhri Light ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 5 | (*b*) | Matheran Light ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| 19 | (*f*) | Pipar Road-Bhavi Light ... | 3 | ... | ... | ... | ... | ... | ... | ... | ... |
| | | Total ... | 28 | ... | ... | 4 | ... | 1 | ... | ... | ... |
| | | Grand Total ... | 3,608 | 778 | 399 | 643 | 215 | 423 | 39 | 10 | 536 |

## DIX 16—*contd.*

*railway on the 31st March 1914.*

VEHICLES—*concld.*

| Brake-vans (used exclusively on passenger service). | Brake-vans with | | Brake-vans fitted with postal compartments. | Postal vans. | Composite, postal and other carriages. | Prison vans. | Carriage trucks. | Horse boxes. | Luggage vans. | Produce vendors' vans. | Milk vans. | Fish vans. | Store, ice and stationery vans. | Miscellaneous. | Total coaching vehicles. | Total number of axles of coaching vehicles in use on the line. | Number. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Intermediate class. | Third class. | | | | | | | | | | | | | | | Main head. |
| 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 23 | 46 | 27 |
| ... | 3 | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 42 | 84 | 29 |
| ... | ... | 2 | 4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 49 | 196 | 30 |
| ... | ... | 33 | ... | ... | 8 | ... | ... | 6 | ... | ... | ... | ... | ... | ... | 232 | 890 | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 | 16 | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 19 | 38 | 32 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 | 16 | 35 |
| ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 9 | 32 | 36 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 | 18 | 37 |
| ... | ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | ... | 9 | 34 | 38 |
| ... | 3 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 | 55 | 110 | 3 |
| ... | ... | 3 | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | 1 | 68 | 260 | 2 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 6 | 24 | 40 |
| ... | 3 | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | 17 | 34 | 41 |
| ... | ... | ... | ... | 3 | 4 | ... | ... | ... | 1 | ... | ... | ... | ... | 7 | 114 | 370 | 8 |
| ... | ... | ... | 6 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 | 74 | 162 | 8 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 42 |
| ... | ... | 11 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 35 | 140 | 10 |
| 4 | ... | ... | ... | ... | ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | 51 | 144 | 21 |
| ... | ... | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 11 | 36 | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 6 | 24 | 5 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 7 | 28 | 43 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 9 | 36 | 1 |
| ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 18 | 36 | 24 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | 43 | 86 | 44 |
| 3 | 1 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 26 | 54 | 45 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 13 | 36 | 46 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 3 | 33 | 114 | 8 |
| 7 | 10 | 49 | 14 | 3 | 12 | ... | ... | 11 | 1 | ... | ... | 2 | ... | 17 | 982 | ... | |
| ... | ... | 2 | 4 | ... | 1 | ... | ... | ... | 5 | ... | ... | ... | ... | 7 | 103 | 250 | 47 |
| ... | ... | 10 | ... | ... | ... | ... | ... | 5 | ... | ... | ... | ... | ... | 1 | 83 | 238 | 48 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 98 | 200 | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 24 | 48 | 50 |
| .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 | 8 | 51 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | 4 | ... | ... | ... | ... | ... | 30 | 76 | 52 |
| ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 35 | 72 | 5 |
| ... | ... | ... | .. | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 | 20 | 19 |
| ... | 2 | 12 | 4 | ... | 1 | ... | ... | 5 | 9 | ... | ... | ... | ... | 8 | 382 | ... | |
| 1,094 | 158 | 987 | 48 | 24 | 35 | 19 | 363 | 967 | 596 | 23 | 20 | 61 | 24 | 531 | 22,381 | ... | |

# APPEN

## *Rolling-stock under different heads on each*

[In this statement the few six-wheeled wagons in use on Indian railways

| Classification No. of railway (detailed in "Index" to Appendix 1). | | Railway. | GOODS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Covered goods wagons, bogie. | | Covered goods wagons, 4-wheeled. | | High-sided wagons, bogie. | High-sided wagons, 4-wheeled. | Medium-sided wagons, bogie. | Medium-sided wagons, 4-wheeled. |
| Main head. | Sub-head. | | Ordinary. | Military. | Ordinary. | Military. | | | | |
| 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 |
| | | *5' 6" gauge.* | | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur ... ... | ... | ... | 8,842 | 1,575 | ... | ... | ... | 728 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India | ... | ... | 3,592 | 1,249 | .... | 1,785 | ... | 443 |
| 3 | (*a*) | Eastern Bengal ... ... | ... | ... | 3,774 | 1,513 | ... | 52 | ... | ... |
| 4 | ... | East Indian ... ... | ... | ... | 6,459 | 7,055 | ... | 7,377 | ... | ... |
| 5 | (*a*) to (*f*) | Great Indian Peninsula ... | 101 | ... | 6,606 | 4,318 | 101 | 3,734 | ... | ... |
| 6 | (*a*) & (*b*) | Madras and Southern Mahratta | ... | ... | 1,235 | 1,174 | ... | 1169 | ... | ... |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | ... | ... | 101 | 336 | 10 | 1,150 | ... | ... |
| 8 | (*a*) to (*k*) | North Western ... ... | ... | 608 | 12,232 | 5,989 | 70 | 2,508 | ... | ... |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | ... | ... | 2,875 | 3,508 | ... | ... | ... | ... |
| 10 | (*a*) | South Indian ... ... | ... | ... | 402 | 483 | ... | 431 | ... | ... |
| ... | ... | Calcutta Port Commissioners' | ... | ... | 946 | ... | ... | 180 | 1 | ... |
| | | Total ... | 101 | 608 | 42,114 | 27,200 | 181 | 18,386 | 1 | 1,171 |
| | | *3' 3½" gauge.* | | | | | | | | |
| 11 | ... | Assam-Bengal ... ... | 100 | ... | 2,093 | ... | 16 | 110 | ... | ... |
| 12 | ... | Bengal and North-Western ... | 200 | ... | 5,361 | 2,107 | ... | ... | ... | ... |
| 13 | ... | Bengal Dooars ... ... | ... | ... | 263 | ... | ... | ... | ... | ... |
| 14 | ... | Bhavnagar ... ... | ... | ... | 82 | 76 | ... | 12 | ... | ... |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 475 | ... | 3,238 | 2,231 | ... | 130 | ... | 149 |
| 15 | ... | Burma ... ... | 473 | 75 | 4,391 | ... | 16 | 60 | ... | 310 |
| 16 | ... | Dibrú-Sadiya ... ... | ... | ... | 293 | ... | ... | 864 | ... | ... |
| 3 | (*b*) to (*d*) | Eastern Bengal ... ... | 1,072 | ... | 2,220 | 425 | 2 | ... | ... | ... |
| 17 | ... | Gondal-Porbandar ... | ... | ... | 55 | 36 | ... | 9 | ... | ... |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | ... | ... | 440 | 250 | 2 | 257 | ... | ... |
| 18 | ... | Jamnagar ... ... | ... | ... | 40 | ... | ... | ... | ... | ... |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner ... | 5 | ... | 1,239 | 50 | ... | ... | ... | ... |
| 20 | ... | Junagad ... ... | ... | ... | 52 | ... | ... | 4 | ... | ... |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | ... | 128 | 4,275 | 221 | 63 | 170 | 182 | 268 |
| 21 | ... | Morvi ... ... | ... | ... | 29 | ... | 15 | 62 | ... | ... |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | ... | ... | 1,373 | 250 | ... | ... | ... | ... |
| 10 | (*b*) to (*i*) | South Indian ... ... | 617 | ... | 1,589 | 250 | 181 | 612 | 6 | ... |
| 25 | ... | Udaipur-Chitorgarh ... | ... | ... | 33 | 8 | ... | ... | ... | ... |
| | | Total ... | 2,942 | 203 | 27,072 | 5,904 | 295 | 2,290 | 188 | 727 |

## DIX 16—*contd.*

*railway on the 31st March 1914.*

have been included with four-wheeled wagons.]

| VEHICLES. | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Low-sided wagons, bogie. | | Low-sided wagons, 4-wheeled. | | Coal or coke wagons. | Cattle wagons. | Accident vans. | Platform wagons. | Powder vans. | Timber trucks. | Bolster trucks. | | Number. |
| Ordinary. | Military. | Ordinary. | Military. | | | | | | | Double. | Single. | Main head. |
| 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 | 102 |
| ... | ... | 190 | 130 | 5,791 | ... | 23 | 60 | 6 | 112 | ... | 132 | 1 |
| ... | 195 | 26 | ... | 761 | ... | 23 | ... | 10 | ... | ... | ... | 2 |
| ... | ... | 217 | 351 | ... | 1 | 13 | ... | 5 | 10 | ... | 97 | 3 |
| ... | ... | 2,857 | 1,525 | 676 | 25 | 61 | 93 | 31 | 150 | ... | ... | 4 |
| ... | ... | 25 | ... | 580 | ... | 61 | 5 | 34 | 186 | ... | 50 | 5 |
| ... | ... | ... | 229 | ... | 1 | 20 | 4 | 9 | 123 | ... | ... | 6 |
| ... | ... | ... | ... | ... | ... | 3 | ... | ... | 10 | ... | ... | 7 |
| ... | 241 | 553 | 1,396 | ... | 8 | ... | 12 | 64 | 242 | ... | 267 | 8 |
| ... | ... | 12 | 258 | 180 | ... | 9 | ... | 8 | 163 | ... | ... | 9 |
| ... | ... | ... | ... | ... | ... | 3 | ... | 13 | ... | 178 | 41 | 10 |
| ... | ... | 72 | ... | ... | ... | 2 | 55 | ... | 4 | 2 | 20 | ... |
| ... | 436 | 3,952 | 3,889 | 7,988 | 35 | 218 | 229 | 180 | 1,000 | 180 | 607 | |
| ... | ... | 212 | ... | ... | 4 | 5 | ... | 3 | 79 | ... | ... | 11 |
| ... | 28 | 468 | 25 | *150 | ... | ... | 2 | 1 | 304 | ... | ... | 12 |
| ... | ... | 48 | ... | ... | 1 | 1 | ... | ... | 32 | ... | ... | 13 |
| 11 | ... | 261 | ... | ... | 3 | ... | ... | 1 | 10 | ... | ... | 14 |
| 226 | 853 | 52 | 884 | 153 | ... | 23 | ... | 35 | 53 | ... | ... | 2 |
| 95 | ... | ... | 339 | 38 | 410 | 15 | ... | 6 | 117 | 179 | 150 | 15 |
| ... | ... | 70 | ... | ... | ... | ... | ... | 1 | 54 | ... | ... | 16 |
| ... | ... | 357 | 289 | ... | ... | 10 | 5 | 2 | 279 | ... | ... | 3 |
| 7 | ... | 162 | ... | ... | 2 | ... | ... | ... | 9 | ... | ... | 17 |
| ... | ... | ... | ... | ... | ... | 3 | ... | ... | 20 | ... | ... | 7 |
| ... | ... | 40 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 18 |
| 175 | ... | 162 | ... | ... | 36 | ... | ... | 3 | ... | ... | ... | 19 |
| 2 | ... | 108 | ... | ... | 1 | ... | ... | 1 | 3 | ... | ... | 20 |
| ... | ... | 63 | 238 | 350 | ... | 14 | 47 | 13 | 125 | 30 | ... | 6 |
| 2 | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | ... | 21 |
| ... | ... | 242 | ... | ... | ... | 7 | ... | 2 | 76 | ... | ... | 24 |
| 27 | ... | ... | ... | 30 | ... | ... | ... | 9 | 79 | ... | 20 | 10 |
| ... | ... | 10 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 25 |
| 545 | 881 | 2,255 | 1,725 | 721 | 457 | 79 | 54 | 77 | 1,240 | 209 | *170 | |

* These are 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

# APPEN

## *Rolling-stock under different heads on each*

[In this statement the few six-wheeled wagons in use on Indian railways

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway. | GOODS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Covered goods wagons, bogie. | | Covered goods wagons, 4-wheeled. | | High-sided wagons, bogie. | High-sided wagons, 4-wheeled. | Medium-sided wagons, bogie. | Medium-sided wagons, 4-wheeled. |
| Main head. | Sub-head. | | Ordinary. | Military. | Ordinary. | Military. | | | | |
| 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 |
| | | *2' 6" gauge.* | | | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | 27 | ... | ... | ... | ... | ... |
| 29 | ... | Baraset-Basirhat Light ... | ... | ... | 6 | ... | ... | 29 | ... | ... |
| 30 | ... | Barsi Light ... ... | 87 | ... | ... | ... | 10 | ... | ... | ... |
| 1 | (*b*), (*e*), (*e*), (*g*) & (*h*). | Bengal-Nagpur ... | 238 | 336 | 20 | ... | ... | ... | 284 | ... |
| 31 | ... | Bowringpet-Kolar ... | 6 | ... | 4 | ... | ... | ... | ... | ... |
| 32 | ... | Bukhtiarpore-Bihar Light | ... | ... | 14 | ... | ... | 28 | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light | 5 | ... | ... | ... | 2 | 1 | ... | ... |
| 36 | ... | Cutch ... ... | ... | ... | ... | ... | ... | 15 | ... | ... |
| 37 | ... | Dehri-Rohtas Light ... | ... | ... | 27 | ... | ... | ... | ... | ... |
| 38 | ... | Dholpur-Bari ... ... | 8 | ... | ... | ... | ... | 10 | ... | ... |
| 3 | (*b*) | Eastern Bengal ... | ... | ... | 80 | ... | ... | ... | ... | ... |
| 2 | (*m*) to (*o*) | Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla. | ... | ... | 89 | ... | ... | ... | ... | ... |
| 40 | ... | Godhra-Lunavada ... | 8 | ... | ... | ... | 8 | ... | ... | ... |
| 41 | ... | Jessore-Jhenidah Light ... | ... | ... | 10 | ... | ... | 5 | ... | ... |
| 8 | (*l*) | Kalka-Simla ... ... | 21 | ... | 35 | ... | 45 | ... | ... | .. |
| 8 | (*m*) & (*n*) | Kohat-Thal and Nowshera-Durgai. | 49 | ... | 86 | ... | 12 | 68 | ... | ... |
| 42 | ... | Madaya Light ... | Information not furnished. | | | | ... | ... | ... | ... |
| 10 | (*j*) & (*k*) | Morappur-Dharmapuri and Tirupattur-Krishnagiri. | 30 | ... | ... | ... | 48 | ... | ... | ... |
| 21 | ... | Morvi ... ... | 10 | ... | 10 | ... | 9 | ... | ... | ... |
| 1 | (*d*) | Mourbhanj ... ... | 6 | ... | 2 | ... | ... | ... | ... | ... |
| 5 | (*g*) | Murtajapur-Ellichpur .. | 30 | ... | ... | ... | ... | ... | ... | ... |
| 43 | ... | Ndiad-Kapadvanj ... | 12 | ... | ... | ... | 16 | ... | ... | ... |
| 1 | (*f*) | Parlakimedi Light ... | 2 | ... | ... | ... | ... | ... | ... | ... |
| 24 | (*c*) | Powayan Light ... | 1 | ... | 57 | ... | ... | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | ... | ... | 158 | ... | ... | ... | ... | ... |
| 45 | ... | Tarkessar-Magra Light ... | ... | ... | 19 | ... | ... | ... | ... | ... |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | 38 | ... | 2 | 22 | ... | ... |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu). | 20 | ... | ... | ... | 10 | ... | ... | ... |
| | | Total ... | 533 | 336 | 682 | ... | 162 | 198 | 284 | ... |
| | | *2' 0" gauge.* | | | | | | | | |
| 47 | (*a*) | Darjeeling-Himalayan ... | 7 | ... | 106 | ... | ... | 130 | ... | ... |
| 48 | ... | Gwalior Light ... | ... | ... | 195 | ... | 18 | 92 | ... | ... |
| 49 | ... | Howrah-Amta Light ... | ... | ... | 14 | ... | ... | 43 | ... | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | 4 | ... | ... | 4 | ... | ... |
| 51 | ... | Jagadhri Light ... | ... | ... | 1 | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) ... | 50 | ... | ... | ... | 13 | ... | ... | ... |
| 5 | (*k*) | Matheran Light ... | ... | ... | 7 | ... | ... | 16 | ... | ... |
| 19 | (*r*) | Pipar Road-Bhavi Light ... | ... | ... | 1 | ... | 4 | ... | ... | ... |
| | | Total ... | 57 | ... | 328 | ... | 35 | 285 | ... | ... |
| | | Grand Total ... | 3,633 | 1,147 | 70,196 | 33,104 | 673 | 21,159 | 473 | 1,898 |

## DIX 16—*contd.*

*railway on the 31st March 1914.*

have been included with four-wheeled wagons.]

| VEHICLES. | | | | | | | | | | | | Number. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Low-sided wagons, bogie. | | Low-sided wagons, 4-wheeled. | | Coal or coke wagons. | Cattle wagons. | Accident vans. | Platform wagons. | Powder vans. | Timber trucks. | Bolster truck. | | |
| Ordinary. | Military. | Ordinary. | Military. | | | | | | | Double. | Single. | Main head. |
| 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 | 101 | 102 |
| | | | | | | | | | | | | |
| ... | ... | 20 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| 55 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 30 |
| 25 | ... | 30 | ... | 195 | ... | 2 | ... | ... | 43 | ... | ... | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 31 |
| | | | | | | | | | | | | |
| 4 | ... | 12 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 32 |
| ... | ... | 49 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 35 |
| 14 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 36 |
| 12 | ... | 30 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 37 |
| ... | ... | 25 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 38 |
| | | | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | 1 | ... | ... | ... | ... | 3 |
| 178 | ... | 93 | ... | ... | ... | ... | ... | 1 | ... | ... | ... | 2 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 40 |
| ... | ... | 7 | ... | ... | ... | ... | 2 | ... | 2 | ... | ... | 41 |
| ... | ... | 1 | ... | ... | ... | ... | ... | 1 | 9 | ... | ... | 8 |
| | | | | | | | | | | | | |
| 1 | 10 | 142 | ... | ... | ... | ... | 7 | 2 | ... | ... | ... | 8 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 42 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 10 |
| 38 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 21 |
| 10 | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| | | | | | | | | | | | | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 43 |
| 12 | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | 3 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | 24 |
| | | | | | | | | | | | | |
| ... | ... | 46 | ... | ... | ... | ... | ... | ... | 2 | ... | ... | 44 |
| 37 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 45 |
| ... | ... | 7 | ... | ... | ... | ... | ... | ... | 4 | ... | ... | 46 |
| ... | ... | ... | ... | ... | ... | ... | 3 | ... | ... | ... | ... | 8 |
| 386 | 10 | 469 | ... | 195 | ... | 2 | 13 | 4 | 62 | ... | ... | |
| | | | | | | | | | | | | |
| 3 | ... | ... | ... | ... | ... | ... | ... | ... | 4 | 2 | ... | 47 |
| ... | ... | 10 | ... | ... | ... | 1 | ... | ... | ... | 1 | ... | 48 |
| 10 | ... | 4 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 50 |
| | | | | | | | | | | | | |
| 6 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 51 |
| 5 | ... | ... | ... | 12 | ... | ... | 4 | ... | 1 | ... | ... | 52 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 |
| 1 | ... | 2 | ... | ... | ... | ... | ... | ... | ... | ... | ... | 19 |
| 23 | ... | 16 | ... | 12 | ... | 1 | 4 | ... | 5 | 3 | ... | |
| 956 | 1,327 | 6,692 | 5,614 | 8,916 | 492 | 302 | 300 | 251 | 2,307 | 302 | 777 | |

*Rolling-stock under different heads on each*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway. | GOODS VEHICLES—*concld.* | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | Ballast wagons. | Brake-vans (used indiscriminately on passenger, goods or mixed service). | Travelling oil tanks. | Travelling water tanks. | Travelling gas-holders. | Travelling cranes. | Miscellaneous. | Total goods vehicles. |
| 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 113 |
| | | *5' 6" gauge.* | | | | | | | | |
| 1 | (*e*) | Bengal-Nagpur ... ... | 75 | 283 | 52 | ... | 14 | 24 | 182 | 13,213 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India. | 478 | 207 | 20 | 30 | 11 | 17 | 263 | 9,110 |
| 3 | (*a*) | Eastern Bengal ... ... | 235 | 105 | 30 | 12 | 4 | 9 | 81 | 6,309 |
| 4 | ... | East Indian ... ... | 289 | 814 | 85 | 1 | 7 | 34 | 32 | 27,571 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula ... | 451 | 718 | 60 | 11 | 19 | 65 | 2 | 17,127 |
| 6 | (*a*) & (*b*) | Madras and Southern Mahratta | 95 | 2 0 | 38 | 11 | 12 | 16 | 24 | 4,370 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | 65 | 28 | ... | 3 | 1 | 2 | 5 | 1,714 |
| 8 | (*a*) to (*k*) | North Western ... | 240 | 399 | 12 | 79 | 35 | 68 | 16 | 25,169 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 112 | 63 | 14 | 1 | 10 | 22 | ... | 7,235 |
| 10 | (*a*) | South Indian ... ... | 79 | 70 | 7 | 1 | 6 | 4 | 13 | 1,731 |
| ... | ... | Calcutta Port Commissioners' | 10 | 1 | ... | ... | ... | 4 | ... | 1,297 |
| | | Total ... | 2 123 | 2,837 | 398 | 149 | 119 | 2.5 | 618 | 115,051 |
| | | *5' 3½" gauge.* | | | | | | | | |
| 11 | ... | Assam-Bengal ... ... | 110 | 15 | 3 | ... | 10 | 17 | 15 | 2,792 |
| 12 | ... | Bengal and North-Western ... | ... | 271 | 13 | ... | ... | 23 | 9 | 8,962 |
| 13 | ... | Bengal Dooars ... ... | ... | 15 | ... | ... | ... | 3 | ... | 363 |
| 14 | ... | Bhavnagar ... ... | 40 | 8 | 1 | 1 | ... | 1 | 6 | 513 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 337 | 298 | 21 | ... | ... | 27 | 7 | 9,142 |
| 15 | ... | Burma ... ... | 947 | 177 | 2 | 25 | ... | 38 | 88 | 7,946 |
| 16 | ... | Dibru-Sadiya ... ... | ... | 21 | 6 | ... | ... | 2 | ... | 1,311 |
| 3 | (*b*) to (*d*) | Eastern Bengal ... ... | 50 | 146 | 14 | ... | 7 | 16 | 113 | 5,013 |
| 17 | ... | Gondal-Porbandar ... | 25 | 8 | 1 | ... | ... | 1 | 54 | 369 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | 92 | 28 | 1 | 1 | 1 | 3 | 6 | 1,104 |
| 18 | ... | Jamnagar ... ... | ... | 4 | ... | ... | ... | ... | ... | 84 |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner ... | ... | 53 | 4 | 29 | ... | ... | ... | 1,756 |
| 20 | ... | Junagad ... ... | 9 | 2 | ... | ... | ... | ... | 1 | 183 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | ... | 51 | 28 | 49 | 36 | 32 | 2 | 6,376 |
| 21 | ... | Morvi ... ... | ... | 2 | ... | ... | ... | ... | ... | 111 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | ... | 54 | ... | ... | ... | 12 | ... | 2,016 |
| 10 | (*b*) to (*i*) | South Indian ... ... | 590 | 142 | 38 | 23 | ... | 8 | 7 | 4,228 |
| 25 | ... | Udaipur-Chitorgarh ... | ... | 3 | ... | ... | ... | ... | ... | 54 |
| | | Total ... | 2,200 | 1,238 | 182 | 128 | 54 | 173 | 304 | 52,323 |

## DIX 16—*contd.*

*railway on the 31st March 1914.*

| MOTOR CARS. | | | | | | | LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS. | | | | NUMBER. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| RAIL MOTORS. | | | ROAD MOTORS. | | | | | | | | |
| Motor Engines, with or without detachable trailers (for passengers or goods). | Motor coaches, self-propelled (for passengers). | Motor Inspection Trollies (for engineers). | Motor cars (for passengers). | Motor Trains (*e.g.*, Renard's for passengers or goods). | Motor Vans (for parcels and goods). | Total. | Intermediate class. | Third class. | Composites containing Intermediate or third class accommodation. | Total. | Main head. |
| 114 | 115 | 116 | 117 | 118 | 119 | 120 | 121 | 122 | 123 | 124 | 125 |
| ... | ... | 2 | 1 | ... | ... | 3 | 45 | 265 | 97 | 407 | 1 |
| ... | ... | 2 | 2 | ... | 4 | 8 | ... | 329 | 58 | 387 | 2 |
| ... | ... | 3 | 1 | ... | 3 | 7 | 16 | 168 | 74 | 258 | 3 |
| ... | 5 | 19 | 1 | ... | ... | 25 | 91 | 429 | 285 | 805 | 4 |
| ... | 1 | 3 | 1 | ... | 4 | 9 | 3 | 489 | 145 | 637 | 5 |
| ... | 2 | 2 | 1 | ... | ... | 5 | 4 | 218 | 75 | 297 | 6 |
| ... | ... | ... | ... | ... | ... | ... | ... | 72 | 10 | 82 | 7 |
| .a | 1 | 6 | 3 | ... | 3 | 13 | 126 | 1,106 | 346 | 1,578 | 8 |
| ... | ... | 5 | ... | ... | 2 | 7 | 34 | 359 | 153 | 546 | 9 |
| ... | 1 | ... | ... | ... | ... | 1 | ... | 83 | 6 | 89 | 10 |
| ... | ... | ... | ... | ... | 5 | 5 | ... | ... | ... | ... | ... |
| ... | 10 | 42 | 10 | ... | 21 | 83 | 319 | 3,518 | 1,249 | 5,086 | |
| ... | ... | 2 | ... | ... | ... | 2 | ... | 64 | 137 | 201 | 11 |
| ... | ... | ... | ... | ... | ... | ... | 32 | 201 | 81 | 3 | 12 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 13 |
| ... | ... | 1 | ... | ... | ... | 1 | ... | 49 | ... | 49 | 14 |
| ... | ... | ... | ... | ... | ... | ... | 30 | 544 | 158 | 732 | 2 |
| *3 | ... | 5 | 1 | ... | 1 | 10 | ... | 235 | 87 | 322 | 15 |
| ... | ... | ... | ... | ... | ... | ... | ... | 12 | ... | 12 | 16 |
| ... | ... | 4 | ... | ... | ... | 4 | 47 | 352 | 89 | 488 | 3 |
| ... | ... | 1 | ... | ... | ... | 1 | ... | 25 | ... | 25 | 17 |
| ... | ... | ... | ... | ... | ... | ... | ... | 66 | 20 | 86 | 7 |
| ... | ... | 1 | ... | ... | ... | 1 | ... | 6 | ... | 6 | 18 |
| ... | ... | 1 | ... | ... | ... | | 17 | 3 | 36 | 176 | 19 |
| ... | ... | 1 | ... | ... | ... | 1 | ... | 16 | ... | 16 | 20 |
| ... | ... | 1 | ... | ... | ... | 1 | ... | 455 | 176 | 631 | 6 |
| ... | ... | ... | ... | ... | ... | ... | ... | 35 | 3 | 38 | 21 |
| ... | ... | ... | 1 | ... | 1 | 2 | ... | 41 | 31 | 72 | 24 |
| ... | ... | 2 | 2 | ... | ... | 4 | ... | 366 | 42 | 408 | 10 |
| ... | ... | 1 | ... | ... | ... | 1 | ... | 20 | 3 | 23 | 25 |
| 3 | ... | 20 | 4 | ... | 2 | 29 | 126 | 2,610 | 863 | 3,599 | |

*There are four engines and three trailers.

*Rolling-stock under different heads on each*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway. | GOODS VEHICLES—*concld.* | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | Ballast wagons. | Brake-vans (used indiscriminately on passenger, goods or mixed service). | Travelling oil tanks. | Travelling water tanks. | Travelling gas holders. | Travelling cranes. | Miscellaneous. | Total goods vehicles. |
| 103 | 104 | 105 | 106 | 107 | 108 | 109 | 110 | 111 | 112 | 113 |
| | | *2' 6" gauge.* | | | | | | | | |
| 27 | ... | Arrah Sasaram Light ... | ... | 4 | ... | ... | ... | ... | ... | 51 |
| 29 | ... | Baraset-Basirhat Light ... | ... | 3 | ... | ... | ... | ... | ... | 38 |
| 30 | ... | Barsi Light ... ... | 2 | ... | ... | 4 | ... | 1 | 2 | 161 |
| 1 | (*b*), (*c*), (*e*) (*g*) & (*h*). | Bengal-Nagpur ... ... | ... | 32 | 6 | ... | 4 | 4 | 3 | 1,222 |
| 31 | ... | Bowringpet-Kolar ... | ... | ... | ... | ... | ... | ... | ... | 10 |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | 3 | ... | ... | ... | ... | ... | 61 |
| 35 | ... | Champaner-Shivrajpur Light . | ... | 2 | ... | ... | ... | ... | ... | 59 |
| 36 | ... | Cutch ... ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| 37 | ... | Dehri-Rohtas Light ... | ... | 3 | ... | ... | ... | ... | ... | 72 |
| 38 | ... | Dholpur-Bari ... ... | ... | 2 | ... | ... | ... | ... | ... | 45 |
| 3 | (*b*) | Eastern Bengal ... ... | ... | 1 | ... | ... | ... | ... | 13 | 95 |
| 2 | (*m*) to (*o*) | Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla. | ... | 15 | ... | ... | ... | ... | 2 | 378 |
| 40 | ... | Godhra-Lunavada ... | ... | 2 | ... | ... | ... | ... | ... | 18 |
| 41 | ... | Jessore-Jhenidah ... | ... | 1 | ... | ... | ... | ... | ... | 27 |
| 8 | (*l*) | Kalka-Simla ... ... | ... | 26 | ... | ... | ... | ... | 20 | 158 |
| 8 | (*m*) & (*n*) | Kohat-Thal and Nowshera-Durgai. | ... | 9 | ... | ... | ... | ... | ... | 406 |
| 42 | ... | Madaya Light ... ... | Information not furnished. | | | ... | ... | ... | ... | ... |
| 10 | (*j*) & (*k*) | Morappur-Dharmapuri and Tirupattur Krishnagiri. | ... | ... | ... | ... | ... | ... | ... | 78 |
| 21 | ... | Morvi ... ... | ... | 2 | ... | 1 | ... | ... | ... | 70 |
| 1 | (*d*) | Mourbhanj ... ... | ... | ... | ... | ... | ... | ... | ... | 20 |
| 5 | (*g*) | Murtajapur-Ellichpur ... | 10 | ... | ... | ... | ... | ... | ... | 40 |
| 43 | ... | Nadiad-Kapadvanj ... | ... | 2 | ... | ... | ... | ... | ... | 30 |
| 1 | (*f*) | Parlakimedi Light ... | ... | 3 | ... | ... | ... | ... | ... | 19 |
| 24 | (*o*) | Powayan Light ... ... | ... | ... | ... | ... | ... | ... | 8 | 71 |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | ... | 3 | ... | ... | ... | ... | ... | 209 |
| 45 | ... | Tarkessur-Magra Light ... | ... | 1 | ... | ... | ... | ... | ... | 57 |
| 46 | ... | Tezpore-Balipara Light ... | ... | 3 | ... | ... | ... | ... | ... | 76 |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu) | ... | 3 | ... | ... | ... | ... | ... | 36 |
| | | Total ... | 12 | 120 | 6 | 5 | 4 | 5 | 48 | 3,536 |
| | | *2' 0" gauge.* | | | | | | | | |
| 47 | (*a*) | Darjeeling-Himalayan ... | ... | ... | ... | ... | ... | ... | 7 | 259 |
| 48 | ... | Gwalior Light ... ... | ... | 4 | ... | ... | ... | ... | 25 | 346 |
| 49 | ... | Howrah-Amta Light ... | ... | 11 | ... | ... | ... | ... | ... | 82 |
| 50 | ... | Howrah-Shcakhala Light ... | ... | 1 | ... | ... | ... | ... | ... | 9 |
| 51 | ... | Jagadhri Light ... ... | ... | 1 | ... | ... | ... | ... | ... | 8 |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | 1 | 6 | 92 |
| 5 | (*k*) | Matheran Light ... ... | ... | ... | ... | 1 | ... | 1 | ... | 25 |
| 19 | (*f*) | Pipar Road-Bhavi Light ... | ... | 1 | ... | 1 | ... | ... | ... | 10 |
| | | Total ... | ... | 18 | ... | 2 | ... | 2 | 38 | 831 |
| | | Grand total ... | 4,341 | 4,333 | 536 | 284 | 177 | 445 | 1,008 | 171,741 |

**DIX 16**—*concld.*

*railway on the 31st March 1914.*

| MOTOR CARS. | | | | | | | LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS. | | | | NUMBER. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| RAIL MOTORS. | | | ROAD MOTORS. | | | | | | | | |
| Motor engines, with or without detachable trailers (for passengers or goods). | Motor coaches, self-propelled (for passengers). | Motor Inspection Trollies (for engineers). | Motor cars (for passengers). | Motor Trains (*e.g.*, Renard's, for passengers or goods). | Motor Vans (for parcels and goods). | Total. | Intermediate class. | Third class. | Composites containing Intermediate or third class accommodation. | Total. | Main head. |
| 114 | 115 | 116 | 117 | 118 | 119 | 120 | 121 | 122 | 123 | 124 | 125 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 29 |
| ... | ... | 2 | 1 | ... | ... | 3 | ... | ... | ... | ... | 30 |
| ... | ... | ... | ... | ... | ... | ... | 3 | 81 | 23 | 107 | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 31 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 32 |
| ... | ... | ... | ... | ... | ... | ... | ... | 2 | 2 | 4 | 35 |
| ... | ... | 1 | ... | ... | ... | 1 | ... | 3 | 1 | 4 | 36 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 37 |
| ... | ... | ... | ... | ... | ... | ... | ... | 5 | 2 | 7 | 38 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | * 3 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 2 |
| ... | ... | ... | ... | ... | ... | ... | ... | 4 | 2 | 6 | 40 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 41 |
| ... | *3 | 1 | ... | ... | ... | 4 | ... | 34 | 8 | 42 | 8 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 8 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 42 |
| ... | ... | 1 | ... | ... | ... | 1 | ... | 8 | 6 | 14 | 10 |
| ... | ... | ... | ... | ... | ... | ... | ... | 6 | 4 | 10 | 21 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 5 |
| ... | ... | ... | ... | ... | ... | ... | ... | 5 | 2 | 7 | 43 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 1 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 24 |
| ... | ... | 1 | ... | ... | ... | 1 | ... | ... | 3 | 3 | 44 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 45 |
| ... | 1 | ... | ... | ... | ... | 1 | ... | ... | ... | ... | 46 |
| ... | ... | ... | ... | ... | ... | ... | ... | 18 | 3 | 21 | 8 |
| ... | 4 | 6 | 1 | ... | ... | 11 | 3 | 266 | 56 | 325 | |
| ... | ... | ... | ... | ... | ... | ... | ... | 7 | ... | 7 | 47 |
| ... | 2 | 2 | ... | ... | ... | 4 | ... | 5 | ... | 5 | 48 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 53 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 52 |
| ... | 1 | ... | ... | ... | ... | 1 | ... | ... | ... | ... | 5 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | 19 |
| ... | 3 | 2 | ... | ... | ... | 5 | ... | 12 | ... | 12 | |
| 3 | 17 | 70 | 15 | ... | 23 | 128 | 448 | 6,306 | 2,168 | 8,922 | |

* These are one rail petrol mail van and two petrol motor cars.

## APPEN

*Number of, outlay on, and work done by, rolling-stock*

| Classification No. of Railway. (Detailed in "Index" to Appendix I.) | | Railway. | Engines. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Engines employed exclusively on passenger working. | | | Engines employed exclusively on goods working. | | | Engines employed on mixed working or on both passenger working and goods working. | | |
| Main head. | Sub-head. | | Number at close of 1912-13. | Number added in 1913-14. | Number at close of 1913-14. | Number at close of 1912-13. | Number added in 1913-14. | Number at close of 1913-14. | Number at close of 1912-13. | Number added in 1913-14. | Number at close of 1913-14. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | *5′ 6″ gauge.* | | | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur ... ... | 81 | 5 | 86 | ... | ... | ... | 312 | 5 | 317 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India. | 135 | ... | 135 | ... | ... | ... | 184 | 20 | 204 |
| 3 | (*a*) | Eastern Bengal ... ... | 83 | ... | 83 | 58 | 14 | 72 | 112 | 3 | 115 |
| 4 | ... | East Indian ... ... | 188 | 12 | 200 | 738 | 43 | 781 | 164 | −9 | 155 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula ... | 300 | 9 | 309 | 542 | 33 | 575 | 168 | 21 | 189 |
| 6 | (*a*) & (*b*) | Madras and Southern Mahratta | 67 | 4 | 71 | ... | ... | ... | 183 | −4 | 179 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | ... | ... | ... | 21 | ... | 21 | 41 | 5 | 46 |
| 8 | (*a*) to (*k*) | North Western ... ... | 288 | 25 | 313 | 797 | 66 | 863 | 75 | 3 | 78 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 99 | ... | 99 | ... | ... | ... | 172 | 5 | 177 |
| 10 | (*a*) | South Indian ... ... | 27 | 1 | 28 | ... | ... | ... | 92 | 3 | 95 |
| | | Total ... | 1,268 | 56 | 1,324 | 2,156 | 156 | 2,312 | 1,503 | 52 | 1,555 |
| | | *3′ 3½″ gauge.* | | | | | | | | | |
| 11 | ... | Assam-Bengal ... ... | 5 | ... | 5 | ... | ... | ... | 104 | −1 | 103 |
| 12 | ... | Bengal and North-Western ... | 54 | ... | 54 | ... | ... | ... | 274 | ... | 274 |
| 13 | ... | Bengal Dooars ... ... | ... | ... | ... | ... | ... | ... | 10 | ... | 10 |
| 14 | ... | Bhavnagar ... ... | ... | ... | ... | ... | ... | ... | 20 | ... | 20 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 199 | 10 | 209 | ... | ... | ... | 310 | −11 | 299 |
| 15 | (*a*) to (*c*) | Burma ... ... ... | 9 | 2 | 11 | ... | ... | ... | 312 | 8 | 320 |
| 16 | ... | Dibru-Sadiya ... ... | ... | ... | ... | ... | ... | ... | 26 | ... | 26 |
| 3 | (*b*) to (*d*) | Eastern Bengal ... ... | 45 | 8 | 53 | 59 | 2 | 61 | 134 | −7 | 127 |
| 17 | ... | Gondal-Porbandar ... ... | ... | ... | ... | ... | ... | ... | 14 | 1 | 15 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | 15 | ... | 15 | 8 | ... | 8 | 40 | ... | 40 |
| 18 | ... | Jamnagar ... ... | ... | ... | ... | ... | ... | ... | 4 | ... | 4 |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner ... ... | ... | ... | ... | ... | ... | ... | 71 | 18 | 89 |
| 20 | ... | Junagad ... ... | ... | ... | ... | ... | ... | ... | 8 | 3 | 11 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | 42 | ... | 42 | 15 | 12 | 27 | 233 | −1 | 232 |
| 21 | ... | Morvi ... ... ... | 3 | ... | 3 | 2 | ... | 2 | 4 | 1 | 5 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 4 | 3 | 7 | ... | 2 | 2 | 54 | ... | 54 |
| 10 | (*b*) to (*i*) | South Indian ... ... | 27 | 3 | 30 | ... | ... | ... | 275 | 4 | 279 |
| 25 | ... | Udaipur-Chitorgarh ... | 2 | ... | 2 | ... | ... | ... | 2 | ... | 2 |
| | | Total ... | 405 | 26 | 431 | 84 | 16 | 100 | 1,895 | 15 | 1,910 |

## DIX 17.

*during the financial year 1913-14 (except where otherwise stated).*

| ENGINES. | | | | | | | | | | NUMBER. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Average mileage run by each *per annum*. | | | | Average mileage run by each *per diem*. | | | | |
| Total No. of locomotives on the 31st March 1914. | Number of all classes per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks. | Engines employed exclusively on passenger working. | Engines employed exclusively on goods working. | Engines employed on mixed working or on both passenger working and goods working. | All classes of engines. | Engines employed exclusively on passenger working. | Engines employed exclusively on goods working. | Engines employed on mixed working or on both passenger working and goods working. | All classes of engines. | Main head. |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 403 | 0·21 | 37,549 | ... | 25,360 | 28,025 | 104 | ... | 69 | 77 | 1 |
| 339 | 0·28 | 32,848 | ... | 17,806 | 23,796 | 90 | ... | 49 | 65 | 2 |
| 270 | 0·53 | 31,625 | 24,695 | 20,955 | 25,232 | 87 | 67 | 57 | 69 | 3 |
| 1,136 | 0·42 | 37,586 | 20,065 | 28,335 | 28,410 | 103 | 71 | 78 | 78 | 4 |
| 1,073 | 0·36 | 33,512 | 21,331 | 15,399 | 23,784 | 92 | 58 | 42 | 65 | 5 |
| 250 | 0·24 | 37,489 | ... | 18,254 | 23,668 | 92 | ... | 50 | 62 | 6 |
| 67 | 0·19 | ... | 23,008 | 30,242 | 28,127 | ... | 63 | 83 | 77 | 7 |
| 1,254 | 0·25 | 30,120 | 8,746 | 33,657 | 29,990 | 82 | 24 | 92 | 57 | 8 |
| 276 | 0·17 | 33,315 | ... | 22,096 | 26,120 | 91 | ... | 61 | 72 | 9 |
| 123 | 0·28 | 28,187 | ... | 14,069 | 19,410 | 77 | ... | 38 | 53 | 10 |
| 5,191 | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 108 | 0·13 | 30,956 | ... | 23,314 | 23,671 | 85 | ... | 64 | 65 | 11 |
| 328 | 0·15 | 22,322 | ... | 25,774 | 25,518 | 61 | ... | 65 | 64 | 12 |
| 10 | 0·07 | ... | ... | ... | ... | ... | ... | ... | ... | 13 |
| 20 | 0·09 | ... | ... | 26,744 | 26,744 | ... | ... | 73 | 73 | 14 |
| 508 | 0·25 | 24,175 | ... | 16,909 | 19,598 | 66 | ... | 46 | 54 | 3 |
| 331 | 0·21 | 24,745 | ... | 21,968 | 22,075 | 68 | ... | 60 | 60 | 15 |
| 26 | 0·28 | ... | ... | 21,684 | 21,684 | ... | ... | 59 | 59 | 16 |
| 241 | 0·21 | 43,257 | 33,567 | 15,747 | 26,308 | 118 | 92 | 43 | 72 | 3 |
| 15 | 0·07 | .... | ... | 28,191 | 28,191 | ... | ... | 77 | 77 | 17 |
| 68 | 0·14 | 29,766 | 14,122 | 29,268 | 27,460 | 81 | 39 | 80 | 75 | 7 |
| 4 | 0·07 | ... | ... | 23,478 | 23,478 | ... | ... | 63 | 63 | 18 |
| 88 | 0·07 | ... | ... | 28,511 | 28,511 | ... | ... | 78 | 78 | 19 |
| 11 | 0·09 | ... | ... | 16,492 | 16,492 | ... | ... | 45 | 45 | 20 |
| 301 | 0·14 | 33,340 | 9,400 | 25,140 | 25,570 | 105 | 26 | 69 | 70 | 6 |
| 10 | 0·13 | 37,407 | 8,265 | 11,141 | 18,445 | 102 | 23 | 31 | 51 | 21 |
| 63 | 0·11 | 41,373 | 12,517 | 22,926 | 24,645 | 113 | 34 | 63 | 67 | 24 |
| 309 | 0·26 | 66,348 | ... | 16,906 | 24,532 | 181 | ... | 46 | 67 | 10 |
| 4 | 0·06 | 1,252 | ... | 50,388 | 27,821 | 4 | ... | 138 | 76 | 25 |
| 2,441 | ... | ... | ... | ... | ... | ... | ... | ... | ... | |

## APPEN

*Number of, outlay on, and work done by, rolling-stock*

| Classification No. of railway. (Detailed in "Index" to Appendix 1). | | Railway. | Engines. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Engines employed exclusively on passenger working. | | | Engines employed exclusively on goods working. | | | Engines employed on mixed working or on both passenger working and goods working. | | |
| Main head | Sub-head. | | Number at close of 1912-13. | Number added in 1913-14. | Number at close of 1913-14. | Number at close of 1912-13. | Number added in 1913-14. | Number at close of 1913-14. | Number at close of 1912-13. | Number added in 1913-14. | Number at close of 1913-14. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | *2' 6" gauge.* | | | | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... | 5 | ... | 5 |
| 29 | ... | Baraset-Basirhat Light ... | .. | .. | ... | ... | ... | ... | 7 | ... | 7 |
| 30 | ... | Barsi Light ... ... | ... | ... | ... | ... | ... | ... | 13 | ... | 13 |
| 1 | (b), (c), (e), (g) & (h). | Bengal-Nagpur ... ... | ... | ... | ... | ... | ... | ... | 76 | 1 | 77 |
| 31 | ... | Bowringpet-Kolar ... ... | ... | ... | ... | ... | ... | ... | ... | 2 | 2 |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | ... | ... | .. | ... | 4 | ... | 4 |
| 35 | ... | Champaner-Shivrajpur Light ... | ... | ... | ... | ... | ... | ... | 4 | ... | 4 |
| 36 | ... | Cutch ... ... ... | ... | ... | ... | ... | ... | ... | 4 | ... | 4 |
| 37 | ... | Dehri-Rohtas Light ... | ... | ... | ... | ... | ... | ... | 3 | ... | 3 |
| 38 | ... | Dholpur-Beri ... ... | ... | ... | ... | ... | ... | ... | 4 | ... | 4 |
| 3 | (b) | Eastern Bengal ... ... | ... | ... | ... | ... | ... | ... | 5 | ... | 5 |
| 2 | (m) to (o) | Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla. | ... | ... | ... | ... | ... | ... | 15 | 2 | 17 |
| 40 | ... | Godhra-Lunavada ... ... | ... | ... | ... | ... | ... | ... | ... | 2 | 2 |
| 41 | ... | Jessore-Jhenidah Light ... | ... | ... | ... | ... | ... | ... | ... | 4 | 4 |
| 8 | (l) | Kalka-Simla ... ... | ... | ... | ... | ... | ... | ... | 28 | —4 | 24 |
| 8 | (m) & (n) | Kohat-Thal and Nowshera-Durgai. | ... | ... | ... | ... | ... | ... | 32 | —4 | 28 |
| 42 | ... | Madaya Light ... ... | ... | Information not furnished | | ... | ... | ... | ... | ... | ... |
| 10 | (j) & (k) | Morappur Dharmapuri and Tirupattur-Krishnagiri. | ... | ... | ... | ... | ... | ... | 6 | 3 | 9 |
| 21 | ... | Morvi ... ... ... | 3 | ... | 3 | 1 | ... | 1 | 1 | ... | 1 |
| 1 | (d) | Mourbhanj ... ... | ... | ... | ... | ... | ... | ... | 3 | ... | 3 |
| 5 | (g) | Murtajapur-Ellichpur ... | ... | ... | ... | ... | ... | ... | ... | 4 | 4 |
| 48 | ... | Nadiad-Kapadvanj ... ... | ... | ... | ... | ... | ... | ... | 2 | 1 | 3 |
| 1 | (f) | Parlakimedi Light ... ... | ... | ... | ... | ... | ... | ... | 3 | ... | 3 |
| 24 | (c) | Powayan Light ... ... | ... | ... | ... | ... | ... | ... | 5 | ... | 5 |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | ... | ... | ... | ... | ... | ... | 8 | ... | 8 |
| 45 | ... | Tarkeswar-Magra Light ... | ... | ... | ... | ... | ... | ... | 6 | ... | 6 |
| 46 | ... | Tespore-Balipara Light ... | ... | ... | ... | ... | ... | ... | 3 | ... | 3 |
| 8 | (o) | Trans-Indus (Kalabagh-Bannu) | ... | ... | ... | ... | ... | ... | ... | 8 | 8 |
| | | Total ... | 3 | ... | 3 | 1 | ... | 1 | 237 | 19 | 256 |
| | | *2' 0" gauge.* | | | | | | | | | |
| 47 | (a) | Darjeeling-Himalayan ... | ... | ... | ... | ... | ... | ... | 17 | —1 | 16 |
| 48 | ... | Gwalior Light ... ... | ... | ... | ... | ... | ... | ... | 20 | ... | 20 |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | ... | ... | 13 | 4 | 17 |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... | 4 | ... | 4 |
| 51 | ... | Jagadhri Light ... ... | ... | ... | ... | ... | ... | ... | 2 | ... | 2 |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... | 9 | 1 | 10 |
| 5 | (h) | Matheran Light ... ... | ... | ... | ... | ... | ... | ... | 5 | ... | 5 |
| 19 | (f) | Pipar Road-Bhavi Light ... | ... | ... | ... | ... | ... | ... | 2 | ... | 2 |
| | | Total ... | ... | ... | ... | ... | ... | ... | 72 | 4 | 76 |
| | | Grand total ... | 1,676 | 82 | 1,758 | 2,244 | 172 | 2,413 | 3,707 | 90 | 3,797 |

## DIX 17—*contd.*

*during the financial year 1913-14 (except where otherwise stated).*

| ENGINES. | | | | | | | | | | NUMBER. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Average mileage run by each *per annum*. | | | | Average mileage run by each *per diem*. | | | | |
| Total No. of locomotives on the 31st March 1914. | Number of all classes per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks. | Engines employed exclusively on passenger working. | Engines employed exclusively on goods working. | Engines employed on mixed working or on both passenger working and goods working. | All classes of engines. | Engines employed exclusively on passenger working. | Engines employed exclusively on goods working. | Engines employed on mixed working or on both passenge workinge and good working. | All classes of engines. | Main head. |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 5 | 0·06 | ... | ... | 22,703 | 22,703 | ... | ... | 62 | 62 | 27 |
| 7 | 0·14 | ... | ... | 18,649 | 18,649 | ... | ... | 51 | 51 | 29 |
| 13 | 0·11 | ... | ... | 21,155 | 21,155 | ... | ... | 58 | 58 | 30 |
| 77 | 0·10 | ... | ... | 19,033 | 19,033 | ... | ... | 52 | 52 | 1 |
| 2 | 0·18 | ... | ... | 3,196 | 3,196 | ... | ... | 30 | 30 | 31 |
| 4 | 0·14 | ... | ... | 11,551 | 11,551 | ... | ... | 32 | 32 | 32 |
| 4 | 0·20 | ... | ... | 7,148 | 7,148 | ... | ... | 19 | 19 | 35 |
| 4 | 0·10 | ... | ... | 9,028 | 9,028 | ... | ... | 25 | 25 | 36 |
| 3 | 0·13 | ... | ... | 11,866 | 11,866 | ... | ... | 32 | 32 | 37 |
| 4 | 0·14 | ... | ... | 7,356 | 7,356 | ... | ... | 20 | 20 | 38 |
| 5 | 0·14 | ... | ... | 18,564 | 18,564 | ... | ... | 51 | 51 | 3 |
| 17 | 0·06 | ... | ... | 17,647 | 17,647 | ... | ... | 48 | 48 | 2 |
| 2 | 0·07 | ... | ... | 2,848 | 2,848 | ... | ... | 24 | 24 | 40 |
| 4 | 0·11 | ... | ... | 1,287 | 1,287 | ... | ... | 7 | 7 | 41 |
| 24 | 0·40 | ... | ... | 11,957 | 15,951 | ... | ... | 33 | 44 | 8 |
| 28 | 0·25 | ... | ... | 8,218 | 10,413 | ... | ... | 22 | 28 | 8 |
| ... | ... | ... | ... | Information not furnished | | | ... | ... | ... | 42 |
| 9 | 0·09 | ... | ... | 14,318 | 14,367 | ... | ... | 39 | 39 | 10 |
| 5 | 0·26 | 5,150 | 4,507 | 20,112 | 8,014 | 14 | 12 | 55 | 22 | 21 |
| 3 | 0·09 | ... | ... | 10,738 | 10,738 | ... | ... | 29 | 29 | 1 |
| 4 | 0·09 | ... | ... | 2,755 | 2,755 | ... | ... | 31 | 31 | 5 |
| 3 | 0·11 | ... | ... | 14,856 | 14,856 | ... | ... | 41 | 41 | 43 |
| 3 | 0·12 | ... | ... | 8,071 | 8,071 | ... | ... | 22 | 22 | 1 |
| 5 | 0·13 | ... | ... | 13,217 | 13,217 | ... | ... | 36 | 36 | 24 |
| 8 | 0·09 | ... | ... | 18,649 | 18,649 | ... | ... | 51 | 51 | 44 |
| 6 | 0·18 | ... | ... | 30,032 | 30,032 | ... | ... | 82 | 82 | 45 |
| 3 | 0·15 | ... | ... | 11,350 | 11,350 | ... | ... | 31 | 31 | 46 |
| 8 | 0·09 | ... | ... | 10,391 | 15,358 | ... | ... | 28 | 42 | 8 |
| 260 | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 16 | 0·31 | ... | ... | 16,959 | 16,959 | ... | ... | 46 | 46 | 47 |
| 20 | 0·08 | ... | ... | 19,654 | 19,654 | ... | ... | 54 | 54 | 48 |
| 17 | 0·39 | ... | ... | 12,575 | 12,575 | ... | ... | 34 | 34 | 49 |
| 4 | 0·18 | ... | ... | 21,587 | 21,587 | ... | ... | 59 | 59 | 50 |
| 2 | 0·60 | ... | ... | 6,702 | 6,702 | ... | ... | 18 | 18 | 51 |
| 10 | 0·31 | ... | ... | 5,348 | 5,348 | ... | ... | 15 | 15 | 52 |
| 5 | 0·40 | ... | ... | 3,197 | 3,197 | ... | ... | 9 | 9 | 5 |
| 2 | 0·08 | ... | ... | 9,343 | 9,343 | ... | ... | 26 | 26 | 19 |
| 76 | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 7,968 | ... | ... | ... | ... | ... | ... | ... | ... | ... | |

*Number of, outlay on, and work done by, rolling-stock*

| Classification No. of Railway. (Detailed in "Index" to Appendix I.) | | Railway. | Engines—*concld.* | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | Ton-mileage hauled per engine, in thousands of tons. | Average under repairs or renewals at any one time. | Percentage of the average number of engines under repairs or renewals at any one time on the total number on the line. | Total value, in thousands of rupees on 31st March 1914. | Total value per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks. | Number at close of 1912-13. | Number added in 1913-14. | Number at close of 1913-14. |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 |
| | | *5′ 6″ gauge.* | | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur ... ... | 10,418 | 56 | 13·99 | 2,21,64 | 11,811 | 992 | 39 | 1,031 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India | 8,878 | 31 | 9·29 | 1,53,57 | 12,589 | 859 | 32 | 891 |
| 3 | (*a*) | Eastern Bengal ... ... | 6,934 | 87 | 13·91 | 1,23,84 | 24,416 | 758 | 21 | 779 |
| 4 | ... | East Indian ... ... | 11,461 | 94 | 8·27 | 5,12,62 | 18,862 | 2,322 | 19 | 2,341 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula ... | 8,515 | 206 | 19·20 | 4,84,23 | 16,326 | 2,081 | 28 | 2,109 |
| 6 | (*a*) & (*b*) | Madras and Southern Mahratta | 7,949 | 41 | 16·60 | 1,11,75 | 10,729 | 715 | 26 | 741 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | 8,554 | 7 | 11·06 | 29,05 | 8,252 | 188 | —1 | 187 |
| 8 | (*a*) to (*k*) | North Western ... ... | 7,655 | 165 | 13·17 | 6,12,04 | 12,389 | 2,636 | 312 | 2,948 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 8,263 | 33 | 11·99 | 1,32,67 | 8,023 | 1,005 | 35 | 1,040 |
| 10 | (*a*) | South Indian ... ... | 5,149 | 17 | 13·82 | 50,43 | 11,309 | 316 | 6 | 322 |
| | | Total .. | ... | ... | ... | ... | ... | 11,872 | 517 | 12,389 |
| | | *3′ 3⅜″ gauge.* | | | | | | | | |
| 11 | ... | Assam-Bengal ... ... | 4,630 | 8 | 7·44 | 38,99 | 4,803 | 357 | 22 | 379 |
| 12 | ... | Bengal and North-Western ... | 4,837 | 31 | 9·46 | 1,05,14 | 5,178 | 1,107 | 1 | 1,108 |
| 13 | ... | Bengal Dooars ... ... | ... | 1 | 10·00 | 2,70 | 1,765 | 48 | ... | 48 |
| 14 | ... | Bhavnagar ... ... | 3,958 | 1 | 6·75 | 4,80 | 2,114 | 104 | 10 | 114 |
| 2 | (*f*) to (*i*) | Bombay, Baroda and Central India. | 4,223 | 59 | 11·70 | 1,02,09 | 4,615 | 1,585 | —52 | 1,533 |
| 15 | (*a*) to (*c*) | Burma ... ... | 4,827 | 27 | 8·16 | 1,17,66 | 7,582 | 929 | —1 | 928 |
| 16 | ... | Dibru-Sadiya ... ... | ... | 3 | 13·70 | ... | ... | 74 | 4 | 78 |
| 3 | (*b*) to (*d*) | Eastern Bengal ... ... | ... | 36 | 25·52 | *70,38 | *6,072 | 350 | —25 | 325 |
| 17 | ... | Gondal-Porbandar ... | 4,695 | 2 | 15·27 | 375 | 1,708 | 32 | 5 | 37 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | 4,588 | 3 | 5·14 | 19,18 | 4,350 | 170 | 6 | 176 |
| 18 | ... | Jamnagar ... ... | 2,994 | 1 | 25·00 | 1,36 | 2,506 | 22 | ... | 22 |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner ... ... | 6,070 | 10 | 11·28 | 30,05 | 2,346 | 250 | 8 | 258 |
| 20 | ... | Junagad ... ... | 2,627 | 1 | 18·54 | 2,19 | 1,934 | 45 | 6 | 51 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | 4,676 | 51 | 17·11 | †80,56 | †3,949 | 1,278 | ... | 1,278 |
| 21 | ... | Morvi ... ... | ... | 2 | 20·00 | 3,20 | 4,325 | 56 | 6 | 62 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 4,390 | 6 | 9·90 | 21,51 | 3,622 | 210 | 5 | 215 |
| 10 | (*b*) to (*i*) | South Indian ... ... | 4,610 | 31 | 10·03 | 77,56 | 6,421 | 1,345 | 90 | 1,435 |
| 25 | ... | Udaipur-Chitorgarh ... | 4,155 | ... | ... | 1,29 | 1,917 | 29 | 2 | 31 |
| | | Total ... | ... | ... | ... | ... | ... | 8,541 | 87 | 8,628 |

* Includes the outlay on the 2′ 6″ gauge section.
† Excludes the outlay by the West of India Portuguese railway.

## DIX 17—*contd.*

*during the financial year 1913-14 (except where otherwise stated).*

| Coaching Stock. | | | | | | | | | | | | Number |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Number per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks. | | | | | | Average mileage run by each *per annum*. | | | | | | |
| 1st class. | 2nd class. | Intermediate class. | 3rd class. | All other classes. | Total of all classes. | 1st class. | 2nd class. | Intermediate class. | 3rd class. | All other classes. | Total of all classes. | Main head. |
| 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 |
| 0·06 | 0·03 | 0·03 | 0·32 | 0·11 | 0·55 | 59,526 | 68,515 | 93,298 | 58,879 | 53,385 | 60,557 | 1 |
| 0·06 | 0·07 | ... | 0·43 | 0·12 | 0·68 | ... | ... | ... | ... | ... | 69,966 | 2 |
| 0·15 | 0·11 | 0·19 | 0·71 | 0·38 | 1·54 | 37,253 | 46,790 | 57,565 | 55,648 | 36,239 | 48,704 | 3 |
| 0·08 | 0·05 | 0·07 | 0·41 | 0·23 | 0·84 | 72,634 | 85,241 | 114,691 | 75,531 | 42,503 | 70,205 | 4 |
| 0·08 | 0·09 | ... | 0·33 | 0·19 | 0·69 | ... | ... | ... | .. | ... | 64,881 | 5 |
| 0·08 | 0·07 | 0·01 | 0·41 | 0·14 | 0·71 | ... | ... | ... | ... | ... | 44,225 | 6 |
| ... | ... | ... | ... | ... | 0·53 | ... | ... | ... | ... | ... | 42,451 | 7 |
| 0·07 | 0·04 | 0·05 | 0·30 | 0·14 | 0·60 | 58,386 | 78,428 | 72,100 | 68,806 | 56,479 | 62,579 | 8 |
| 0·06 | 0·05 | 0·05 | 0·26 | 0·19 | 0·63 | ... | ... | ... | ... | ... | 50,348 | 9 |
| 0·06 | 0·08 | ... | 0·33 | 0·08 | 0·55 | 39,381 | 32,179 | ... | 49,457 | 27,352 | 42,253 | 10 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| 0·06 | 0·04 | 0·04 | 0·17 | 0·15 | 0·46 | 31,254 | 32,766 | 28,400 | 40,237 | 24,420 | 34,097 | 11 |
| 0·04 | 0·03 | 0·03 | 0·40 | 0·02 | 0·52 | 64,677 | 84,419 | 99,168 | 83,060 | 21,527 | 80,199 | 12 |
| ... | ... | ... | ... | ... | 0·31 | ... | ... | ... | ... | ... | ... | 13 |
| 0·06 | 0·06 | ... | 0·28 | 0·19 | 0·59 | ... | ... | ... | ... | ... | 43,182 | 14 |
| 0·07 | 0·04 | 0·02 | 0·47 | 0·09 | 0·69 | ... | ... | ... | ... | ... | 60,451 | 2 |
| 0·06 | 0·05 | ... | 0·36 | 0·12 | 0·59 | ... | ... | ... | ... | ... | 61,582 | 15 |
| ... | ... | ... | ... | ... | 0·91 | ... | ... | ... | ... | ... | ... | 16 |
| 0·09 | 0·04 | 0·08 | 0·36 | 0·16 | 0·73 | ... | ... | ... | ... | ... | ... | 3 |
| 0·06 | 0·05 | ... | 0·21 | 0·08 | 0·40 | ... | ... | ... | ... | ... | 51,728 | 17 |
| ... | ... | ... | ... | ... | 0·40 | ... | ... | ... | ... | ... | 63,767 | 7 |
| ... | ... | ... | ... | ... | 0·41 | ... | ... | ... | ... | ... | 27,615 | 18 |
| 0·03 | 0·02 | 0·01 | 0·11 | 0·03 | 0·20 | ... | ... | ... | ... | ... | 74,177 | 19 |
| 0·09 | 0·04 | ... | 0·23 | 0·09 | 0·45 | ... | ... | ... | ... | ... | 34,367 | 20 |
| 0·05 | 0·03 | ... | 0·37 | 0·16 | 0·61 | ... | ... | ... | ... | ... | 32,584 | 6 |
| 0·15 | 0·05 | ... | 0·51 | 0·12 | 0·83 | ... | ... | ... | ... | ... | ... | 21 |
| 0·05 | 0·03 | 0·02 | 0·24 | 0·05 | 0·39 | ... | ... | ... | ... | ... | 55,250 | 24 |
| 0·10 | 0·08 | ... | 0·81 | 0·20 | 1·19 | 36,646 | 48,326 | ... | 53,551 | 32,064 | 48,118 | 10 |
| ... | ... | ... | ... | ... | 0·45 | ... | ... | ... | ... | ... | 40,583 | 25 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |

*Number of, outlay on, and work done by, rolling-stock*

| Classification No. of Railway. (Detailed in "Index" to Appendix 1.) | | Railway. | Engines—*concld.* | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Ton-mileage hauled per engine, in thousands of tons. | Average under repairs or renewals at any one time. | Percentage of the average number of engines under repairs or renewals at any one time on the total number on the list. | Total value, in thousands of rupees on 31st March 1914. | Total value per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks. | Number at close of 1912-13. | Number added 1913-14. | Number at close of 1913-14. |
| Main head. | Sub-head. | | | | | | | | | |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 |
| | | *2' 6" gauge.* | | | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... ... | ... | ... | ... | 1,27 | 2,091 | 23 | ... | 23 |
| 29 | ... | Barasat-Basirhat Light ... | ... | ... | ... | 1,67 | 3,264 | 42 | ... | 42 |
| 30 | ... | Barsi Light ... ... | ... | 1 | 7·70 | 4,10 | 3,544 | 49 | ... | 49 |
| 1 | (*b*), (*c*), (*e*), (*g*) & (*h*). | Bengal-Nagpur ... ... | 3,096 | 13 | 17·00 | 31,86 | 3,998 | 224 | 8 | 232 |
| 31 | ... | Bowringpet-Kolar... ... | 137 | ... | ... | 27 | 2,470 | ... | 4 | 4 |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | ... | 99 | 3,007 | 17 | 2 | 19 |
| 35 | ... | Champaner-Shivrajpur Light ... | ... | ... | ... | 86 | 4,264 | 4 | ... | 4 |
| 36 | ... | Cutch ... ... | ... | ... | ... | 50 | 1,348 | 9 | ... | 9 |
| 37 | ... | Dehri-Rohtas Light ... | ... | 1 | 33·33 | 41 | 1,742 | 5 | ... | 5 |
| 38 | ... | Dholpur-Bari ... ... | ... | 1 | 25·00 | 80 | 2,813 | 9 | ... | 9 |
| 3 | (*b*) | Eastern Bengal ... ... | ... | ... | ... | ... | ... | 56 | —1 | 55 |
| 2 | (*m*) to (*o*) | Gæk'war's Dabhoi, Kosamba-Zankhvav and Rajpipla. | ... | 2 | 10·76 | 2,90 | 1,409 | 68 | ... | 68 |
| 40 | ... | Godhra-Lunavada ... | ... | ... | ... | 47 | 1,979 | ... | 6 | 6 |
| 41 | ... | Jessore-Jhenidah Light ... | 1,016 | ... | ... | 1,00 | 2,717 | ... | 17 | 17 |
| 8 | (*l*) | Kalka-Simla ... ... | 1,110 | 4 | 18·75 | 8,47 | 14,141 | 96 | 18 | 114 |
| 8 | (*m*) & (*n*) | Kohat-Thal and Nowshera-Durgai. | 679 | 5 | 16·57 | 7,41 | 7,267 | 80 | —6 | 74 |
| 42 | ... | Nadaya Light ... ... | Information not furnished | | | | | | | |
| 10 | (*j*) & (*k*) | Morappur-Dharmapuri and Tirupattur-Krishnagiri. | 1,496 | 1 | 11·11 | 3,08 | 3,061 | 21 | 14 | 35 |
| 21 | ... | Morvi ... ... | ... | ... | ... | 96 | 5,039 | 51 | ... | 51 |
| 1 | (*d*) | Mourbhanj ... ... | 1,087 | ... | ... | 69 | 2,135 | 11 | ... | 11 |
| 5 | (*g*) | Murtajapur-Ellichpur ... | ... | ... | ... | 1,00 | 2,137 | ... | 6 | 6 |
| 43 | ... | Nadiad Kapadvanj ... | ... | ... | ... | 56 | 2,011 | 2 | 5 | 7 |
| 1 | (*f*) | Parlakimedi Light ... | 773 | ... | ... | 1,01 | 4,115 | 7 | 2 | 9 |
| 24 | (*c*) | Powayan Light ... | ... | 1 | 28·80 | 1,02 | 2,591 | 18 | ... | 18 |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | ... | 1 | 12·50 | 2,76 | 2,984 | 43 | ... | 43 |
| 45 | ... | Tarkessur-Magra Light ... | ... | 1 | 16·66 | 1,04 | 3,118 | 26 | ... | 26 |
| 46 | ... | Tezpore-Balipara Light ... | ... | 1 | 33·33 | 60 | 2,974 | 13 | ... | 13 |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu) | 1,526 | 2 | 29·87 | 2,12 | 2,385 | ... | 33 | 33 |
| | | Total ... | ... | ... | ... | ... | ... | 874 | 108 | 982 |
| | | *2' 0" gauge.* | | | | | | | | |
| 47 | (*a*) | Darjeeling-Himalayan ... | ... | 3 | 18·75 | 3,40 | 6,662 | 101 | 2 | 103 |
| 48 | ... | Gwalior Light ... ... | ... | 6 | 30 00 | 4,05 | 1,620 | 88 | ... | 88 |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | 3,45 | 7,871 | 98 | ... | 98 |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | 65 | 3,281 | 24 | ... | 24 |
| 51 | ... | Jagadhri Light ... ... | ... | 1 | 50·00 | 20 | 6,014 | 4 | ... | 4 |
| 52 | ... | Jorhat (Provincial) ... ... | ... | 2 | 20·00 | ... | ... | 26 | 4 | 30 |
| 5 | (*h*) | Matheran Light ... | ... | ... | ... | 1,41 | 11,186 | 35 | ... | 35 |
| 19 | (*f*) | Pipar Road-Bhavi Light ... | 293 | 1 | 33·00 | 19 | 759 | 5 | ... | 5 |
| | | Total ... | ... | ... | ... | ... | ... | 376 | 6 | 382 |
| | | Grand Total ... | ... | ... | ... | ... | ... | 21,663 | 718 | 22,381 |

## DIX 17—*contd.*

*during the financial year 1913-14 (except where otherwise stated).*

| Coaching Stock. | | | | | | | | | | | | Number. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Number per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks. | | | | | | Average mileage run by each *per annum*. | | | | | | |
| 1st class. | 2nd class. | Intermediate class. | 3rd class. | All other classes. | Total of all classes. | 1st class. | 2nd class. | Intermediate class. | 3rd class. | All other classes. | Total of all classes. | Main head. |
| 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 |
| ... | ... | ... | ... | ... | 0·38 | ... | ... | ... | ... | ... | ... | 27 |
| ... | ... | ... | ... | ... | 0·32 | ... | ... | ... | ... | ... | ... | 29 |
| 0·04 | 0·04 | ... | 0·29 | 0·05 | 0·42 | 50,062 | 52,337 | ... | 6,874 | 25,428 | 4,700 | 30 |
| ... | ... | ... | ... | ... | 0·29 | ... | ... | ... | ... | ... | 59,044 | 1 |
| ... | 0·07 | ... | 0·26 | 0·03 | 0·36 | ... | ... | ... | ... | ... | ... | 31 |
| ... | ... | ... | ... | ... | 0·58 | ... | ... | ... | ... | ... | ... | 32 |
| ... | ... | ... | ... | ... | 0·20 | ... | ... | ... | ... | ... | ... | 35 |
| 0·04 | 0·03 | ... | 0·13 | 0·05 | 0·24 | 18,958 | 28,437 | ... | 6,319 | 14,218 | 48,540 | 36 |
| ... | ... | ... | ... | ... | 0·21 | ... | ... | ... | ... | ... | ... | 37 |
| 0·07 | ... | ... | 0·21 | 0·04 | 0·32 | ... | ... | ... | ... | ... | ... | 38 |
| 0·16 | 0·09 | 0·21 | 0·94 | 0·17 | 1·57 | ... | ... | ... | ... | ... | ... | 3 |
| 0·02 | 0·06 | ... | 0·23 | 0·02 | 0·33 | ... | ... | ... | ... | ... | ... | 3 |
| ... | ... | ... | 0·17 | 0·06 | 0·25 | ... | ... | ... | 1,228 | 5,280 | 7,208 | 40 |
| ... | ... | ... | ... | ... | 0·46 | ... | ... | ... | ... | ... | ... | 41 |
| 0·38 | 0·33 | ... | 0·99 | 0·20 | 1·90 | 13,723 | 13,335 | ... | 8,720 | 20,179 | 11,750 | 8 |
| 0·13 | 0·07 | 0·04 | 0·38 | 0·11 | 0·73 | 6,931 | 11,862 | 24,976 | 34,215 | 26,814 | 25,708 | 9 |
| Information not furnished. | | | | | | | | | | | | 42 |
| 0·03 | ... | ... | 0·27 | 0·05 | 0·35 | 39,936 | 15,304 | ... | 42,308 | 27,936 | 40,640 | 10 |
| 0·37 | 0·31 | ... | 1·68 | 0·32 | 2·68 | ... | ... | ... | ... | ... | ... | 21 |
| 0·06 | 0·04 | 0·02 | 0·16 | 0·06 | 0·34 | 9,322 | 43,479 | 43,154 | 30,718 | 15,009 | 26,272 | 1 |
| 0·02 | ... | ... | 0·08 | 0·02 | 0·12 | ... | ... | ... | ... | ... | ... | 5 |
| ... | ... | ... | 0·18 | 0·07 | 0·25 | ... | ... | ... | 12,013 | 17,601 | 29,634 | 43 |
| 0·06 | 0·01 | 0·01 | 0·29 | ... | 0·37 | 13,261 | 20,888 | 31,645 | 25,230 | ... | 26,112 | 1 |
| 0·05 | 0·05 | ... | 0·33 | 0·03 | 0·46 | ... | ... | ... | ... | ... | ... | 24 |
| 0·03 | ... | 0·03 | 0·39 | ... | 0·45 | ... | ... | ... | ... | ... | ... | 44 |
| 0·08 | 0·03 | 0·09 | 0·42 | 0·16 | 0·78 | ... | ... | ... | ... | ... | ... | 45 |
| 0·15 | ... | ... | 0·50 | ... | 0·65 | ... | ... | ... | ... | ... | ... | 46 |
| 0·04 | 0·02 | 0·01 | 0·29 | 0·01 | 0·37 | 17,228 | 25,587 | 31,286 | 29,335 | 71,536 | 29,736 | 8 |
| ... | ... | ... | ... | ... | ... | .. | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | 2·02 | ... | ... | ... | ... | ... | ... | 47 |
| ... | ... | ... | ... | ... | 0·34 | ... | ... | ... | ... | ... | ... | 48 |
| ... | ... | ... | ... | ... | 2·23 | ... | ... | ... | ... | ... | ... | 49 |
| ... | ... | ... | ... | ... | 1·22 | ... | ... | ... | ... | ... | ... | 50 |
| ... | ... | ... | ... | ... | 1·21 | ... | ... | ... | ... | ... | ... | 51 |
| ... | ... | ... | ... | ... | 0·92 | ... | ... | ... | ... | ... | ... | 52 |
| 1·38 | 0·71 | ... | 0·59 | 0·15 | 2·83 | ... | ... | ... | ... | ... | 19,423 | 5 |
| 0·01 | 0·01 | ... | 0·18 | ... | 0·20 | ... | ... | ... | ... | ... | 25,064 | 19 |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | |

## *Number of, outlay on, and work done by, rolling-stock*

| Classification No. of Railway. (Detailed in "Index" to Appendix I.) | | Railway. | Coaching Stock—*concld.* | | | | | | Number at close of | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | Average mileage run by each *per diem*. | Freight ton mileage per vehicle, in thousands of tons.* | Average under repairs or renewals at any one time. | Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list. | Total value, in thousands of rupees on 31st March 1914. | Total value per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc. tracks. | Covered wagons. | Open wagons. | Timber trucks, including bolster trucks. | All other classes. |
| 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 |
| | | *5' 6" gauge.* | | | | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur ... ... | 166 | 55 | 154 | 14·98 | †1,33,85 | †7,133 | 5,218 | 6,229 | 246 | 555 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India. | 192 | 75 | 155 | 17·40 | †1,10,90 | †9,091 | 4,296 | 3,558 | 20 | 567 |
| 3 | (*a*) | Eastern Bengal ... ... | 133 | 46 | 141 | 18·09 | †61,22 | †12,071 | 4,414 | 764 | 130 | 238 |
| 4 | ... | East Indian ... ... | 192 | 70 | 499 | 21·34 | †3,01,12 | †11,060 | 10,743 | 12,724 | 100 | 1,125 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula ... | 178 | 60 | 453 | 21·48 | †2,38,74 | †8,050 | 10,384 | 4,804 | 241 | 897 |
| 6 | (*a*) & (*b*) | Madras and Southern Mahratta | 121 | 54 | 78 | 10·53 | †62,90 | †6,038 | 2,335 | 1,538 | 167 | 374 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | 116 | 40 | 23 | 12·47 | 15,05 | 4,277 | 357 | 1,031 | 4 | 42 |
| 8 | (*a*) to (*k*) | North Western ... ... | 172 | 56 | 422 | 14·32 | †4,26,97 | †8,684 | 16,902 | 4,474 | 420 | 1,262 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 138 | 52 | 197 | 18·94 | ... | ... | 5,862 | 562 | 103 | 127 |
| 10 | (*a*) | South Indian ... ... | 116 | 62 | 27 | 8·39 | †62,92 | †7,382 | 843 | 496 | 192 | 104 |
| | | Total ... | ... | ... | ... | ... | ... | ... | 61,359 | 36,175 | 1,663 | 5,291 |
| | | *3' 3¾" gauge.* | | | | | | | | | | |
| 11 | ... | Assam-Bengal ... ... | 93 | 35 | 30 | 8·06 | †39,57 | †4,875 | 2,149 | 610 | 20 | 63 |
| 12 | ... | Bengal and North-Western ... | 220 | 55 | 121 | 10·94 | ... | ... | 7,468 | 645 | 304 | 303 |
| 13 | ... | Bengal Docars ... ... | ... | ... | ... | ... | 2,80 | 1,582 | 264 | 48 | 32 | 19 |
| 14 | ... | Bhavnagar ... ... | 118 | 28 | 6 | 5·43 | †5,24 | †2,308 | 162 | 324 | 10 | 17 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 166 | 52 | 173 | 11·26 | 1,45,96 | 6,598 | 5,707 | 2,769 | 53 | 377 |
| 15 | (*a*) to (*c*) | Burma ... ... | 169 | 44 | 99 | 10·68 | †80,07 | †5,160 | 5,253 | 1,765 | 424 | 382 |
| 16 | ... | Dibru-Sadiya ... ... | ... | ... | ... | ... | ... | ... | 294 | 934 | 54 | 29 |
| 3 | (*b*) to (*d*) | Eastern Bengal ... ... | ... | ... | 107 | 12·99 | †71,18 | †6,142 | 3,594 | 596 | 279 | 260 |
| 17 | ... | Gondal-Porbandar ... | 142 | 35 | 12 | 13·74 | †3,68 | †1,652 | 93 | 203 | 9 | 64 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | 175 | 49 | 21 | 11·95 | 12,95 | 2,936 | 782 | 259 | 20 | 32 |
| 18 | ... | Jamnagar ... ... | 76 | 34 | 1 | 3·85 | †73 | †1,343 | 40 | 40 | ... | 4 |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner ... ... | 203 | 64 | 17 | 6·65 | †16,30 | †1,273 | 1,030 | 313 | ... | 74 |
| 20 | ... | Junagad ... ... ... | 94 | 26 | 2 | 4·20 | †2,25 | †1,966 | 55 | 124 | 3 | 2 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | 89 | 26 | 157 | 12·32 | §57,75 | §2,831 | 4,491 | 1,417 | 155 | 250 |
| 21 | ... | Morvi ... ... ... | ... | ... | 11 | 17·74 | 3,69 | 4,961 | 29 | 79 | ... | 3 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 151 | 42 | 14 | 6·77 | 18,21 | 3,067 | 1,343 | 242 | 76 | 65 |
| 10 | (*b*) to (*i*) | South Indian ... ... | 132 | 50 | 108 | 7·53 | †1,21,52 | †10,060 | 2,382 | 1,446 | 99 | 227 |
| 25 | ... | Udaipur-Chitorgarh ... | 111 | 36 | 1 | 3·45 | †1,68 | †2,490 | 41 | 10 | ... | 3 |
| | | Total ... | ... | ... | ... | ... | ... | ... | 35,177 | 11,824 | 1,598 | 2,174 |

* For the purposes of this item, unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added ton-mileage of other coaching traffic.

† Includes the outlay on motor cars.

‡ Includes the outlay on the 2' 6" gauge section.

§ Excludes the outlay by the West of India Portuguese railway.

## DIX 17—*contd.*

*during the financial year 1913-14 (except where otherwise stated).*

| Goods Stock. | | | | | | | | | | | Number. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1912-13. | Number added in 1913-14. | | | | | Number at close of 1913-14. | | | | | |
| Total of all classes. | Covered wagons. | Open wagons. | Timber trucks, including bolster trucks. | All other classes. | Total of all classes. | Covered wagons. | Open wagons. | Timber trucks, including bolster trucks. | All other classes. | Total of all classes. | Main head. |
| 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 |
| 12,248 | 205 | 685 | —2 | 82 | 970 | 5,423 | 6,914 | 244 | 637 | 13,218 | 1 |
| 8,441 | 555 | 130 | —20 | 4 | 669 | 4,851 | 3,688 | ... | 571 | 9,110 | 2 |
| 5,546 | 879 | 91 | —23 | 16 | 963 | 5,293 | 855 | 107 | 254 | 6,509 | 3 |
| 24,698 | 2,837 | ... | 50 | 2 | 2,879 | 13,570 | 12,724 | 150 | 1,127 | 27,571 | 4 |
| 16,326 | 675 | 87 | —5 | 44 | 801 | 11,059 | 4,891 | 236 | 941 | 17,127 | 5 |
| 4,409 | 84 | —40 | —44 | —39 | —39 | 2,419 | 1,493 | 123 | 335 | 4,370 | 6 |
| 1,434 | 80 | 194 | 6 | ... | 280 | 437 | 1,225 | 10 | 42 | 1,714 | 7 |
| 23,058 | 1,987 | 315 | 89 | —280 | 2,111 | 18,889 | 4,789 | 509 | 982 | 25,169 | 8 |
| 6714 | 529 | ... | ... | —8 | 521 | 6,391 | 562 | 163 | 119 | 7,235 | 9 |
| 1,640 | 50 | 14 | 27 | ... | 91 | 898 | 510 | 219 | 104 | 1,731 | 10 |
| 104,508 | 7,871 | 1,476 | 78 | —179 | 9,246 | 69,230 | 37,351 | 1,761 | 5,112 | 113,754 | |
| 2,902 | 51 | —162 | —1 | 2 | —110 | 2,200 | 448 | 79 | 65 | 2,792 | 11 |
| 8,720 | 200 | 26 | ... | 16 | 242 | 7,668 | *671 | 304 | 319 | 8,962 | 12 |
| 363 | ... | ... | ... | ... | ... | 264 | 48 | 32 | 19 | 363 | 13 |
| 513 | ... | ... | ... | ... | ... | 162 | 324 | 10 | 17 | 513 | 14 |
| 8,906 | 272 | —35 | ... | —1 | 236 | 5,979 | 2,734 | 53 | 376 | 9,142 | 2 |
| 7,824 | 102 | 40 | 22 | —42 | 122 | 5,355 | 1,805 | 446 | 340 | 7,946 | 15 |
| 1,311 | ... | ... | ... | ... | ... | 294 | 934 | 54 | 29 | 1,311 | 16 |
| 4,729 | 131 | 100 | ... | 53 | 284 | 3,725 | 696 | 279 | 313 | 5,013 | 3 |
| 369 | ... | ... | ... | ... | ... | 93 | 203 | 9 | 64 | 369 | 17 |
| 1,093 | ... | ... | ... | 11 | 11 | 782 | 259 | 20 | 43 | 1,104 | 7 |
| 84 | ... | ... | ... | ... | ... | 40 | 40 | ... | 4 | 84 | 18 |
| 1,417 | 303 | 24 | ... | 12 | 339 | 1,333 | 337 | ... | 86 | 1,756 | 19 |
| 186 | ... | —1 | ... | ... | —1 | 55 | 123 | 3 | 2 | 183 | 20 |
| 6,313 | 146 | —83 | ... | ... | 63 | 4,637 | 1,334 | 155 | 250 | 6,376 | 6 |
| 111 | ... | ... | ... | ... | ... | 29 | 79 | ... | 3 | 111 | 21 |
| 1,726 | 280 | ... | ... | 10 | 290 | 1,623 | 242 | 76 | 75 | 2,016 | 24 |
| 4,151 | 83 | ... | ... | —9 | 74 | 2,465 | 1,446 | 99 | 218 | 4,228 | 10 |
| 54 | ... | ... | ... | ... | ... | 41 | 10 | ... | 3 | 54 | 25 |
| 50,773 | 1,568 | —91 | 21 | 52 | 1,550 | 36,745 | 11,733 | 1,619 | 2,226 | 52,323 | |

* Includes 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.

*Number of, outlay on, and work done by, rolling-stock*

| Classification No. of Railway. (Detailed in "Index" to Appendix 1.) | | Railway. | Coaching Stock—*concld.* | | | | | | Number at close of | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Average mileage run by each *per diem*. | Freight ton mileage per vehicle, in thousands of tons*. | Average under repairs or renewals at any one time. | Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list. | Total value in thousands of rupees on 31st March 1914. | Total value per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks. | Covered wagons. | Open wagons. | Timber trucks, including bolster trucks. | All other classes. |
| Main head. | Sub-head. | | | | | | | | | | | |
| 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 |
| | | *2′ 6″ gauge.* | | | | | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | 1 | 4·35 | 1,80 | 2,156 | 27 | 20 | ... | 4 |
| 29 | ... | Barasat-Basirhat Light ... | ... | ... | ... | ... | 1,93 | 3,774 | 6 | 29 | ... | 3 |
| 30 | ... | Barsi Light ... ... | 13 | ... | 2 | 4·08 | ... | ... | 87 | 67 | ... | 7 |
| 1 | (*b*), (*c*), (*e*), (*g*) & (*h*). | Bengal-Nagpur ... ... | 162 | 27 | 13 | 5·52 | 21,53 | 2,739 | 514 | 534 | 43 | 36 |
| 31 | ... | Bowringpet-Kolar ... ... | ... | 6 | ... | ... | 34 | 3,078 | ... | ... | ... | ... |
| 32 | ... | Bukhtiarpore-Bihar Light ... | ... | ... | ... | ... | 78 | 2,377 | 14 | 44 | .. | 3 |
| 35 | ... | Champaner-Shivrajpur Light... | ... | ... | ... | ... | 39 | 1,914 | 5 | 52 | ... | 2 |
| 36 | ... | Cutch ... ... ... | 133 | ... | ... | ... | ... | ... | ... | 29 | ... | ... |
| 37 | ... | Debri-Rohtas Light ... | ... | ... | ... | ... | 17 | 720 | 27 | 42 | ... | 3 |
| 38 | ... | Dholpur-Bari ... ... | ... | ... | 1 | 11·11 | 58 | 3,088 | 6 | 35 | ... | 2 |
| 3 | (*b*) | Eastern Bengal ... ... | ... | ... | 1 | 2·09 | ... | ... | 80 | 9 | ... | 1 |
| 2 | (*m*) to (*o*) | Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla. | ... | ... | 4 | 5·88 | 3,10 | 1,512 | 90 | 271 | ... | 15 |
| 40 | ... | Godhra-Lunavada ... ... | 20 | ... | ... | ... | 51 | 2,136 | ... | ... | ... | ... |
| 41 | ... | Jessore-Jhenidah Light ... | ... | ... | ... | ... | 64 | 1,739 | ... | ... | ... | ... |
| 8 | (*l*) | Kalka-Simla ... ... | 32 | 6 | 7 | 5·84 | 19,09 | †15,169 | 69 | 45 | 9 | 46 |
| 8 | (*m*) & (*n*) | Kohat-Thal and Nowshera-Durgai. | 70 | 17 | 2 | 3·22 | 2,28 | 2,238 | 76 | 318 | 7 | 14 |
| 42 | ... | Madaya Light ... ... | ... | ... | ... | Information not furnished. | | | ... | ... | ... | ... |
| 10 | (*f*) & (*k*) | Morappur-Dharmapuri and Tirupattur-Krishnagiri. | 111 | 20 | 1 | 2,86 | 1,67 | 1,893 | 24 | 24 | ... | ... |
| 21 | ... | Morvi ... ... ... | ... | ... | 10 | 19·61 | 1,40 | 7,890 | 20 | 47 | ... | 3 |
| 1 | (*d*) | Mourbhanj ... ... | 72 | 11 | ... | ... | 47 | 1,442 | 8 | 12 | ... | ... |
| 5 | (*g*) | Murtajapur-Ellichpur ... | ... | 20 | ... | ... | 53 | 1,126 | ... | ... | ... | ... |
| 43 | ... | Nadiad-Kapadvanj ... | 31 | ... | ... | ... | 53 | 1,920 | 9 | 16 | ... | 2 |
| 1 | (*f*) | Parlakimedi Light ... | 72 | 21 | ... | ... | ... | ... | 2 | 14 | ... | 3 |
| 24 | (*c*) | Powayan Light ... ... | ... | ... | 1 | 5·94 | ... | ... | 58 | 3 | 2 | 8 |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | ... | ... | 1 | 2·33 | 1,71 | 1,848 | 133 | 61 | 2 | 3 |
| 47 | ... | Tarkessur-Magra Light ... | ... | ... | ... | ... | 76 | 2,288 | 19 | 37 | ... | 1 |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | ... | ... | †51 | 2,521 | 37 | 26 | 4 | 3 |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu) | 81 | 18 | ... | .. | 2,18 | 2,458 | .... | ... | ... | ... |
| | | Total ... | ... | ... | ... | ... | ... | ... | 1,343 | 1,765 | 67 | 159 |
| | | *2′ 0″ gauge.* | | | | | | | | | | |
| 47 | (*a*) | Darjeeling-Himalayan ... | ... | ... | ... | ... | ... | ... | 87 | 151 | 6 | *9 |
| 48 | ... | Gwalior Light ... ... | ... | ... | ... | ... | ... | ... | 155 | 58 | 1 | 30 |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | 3,93 | 8,947 | 14 | 56 | ... | 11 |
| 50 | ... | Howrah-Sheakhala Light .. | ... | ... | ... | ... | 1,33 | 6,716 | 4 | 4 | ... | 1 |
| 51 | ... | Jagadhri Light ... ... | ... | ... | ... | ... | 8 | 2,528 | 1 | 6 | ... | 1 |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... | 48 | 26 | 1 | 11 |
| 5 | (*h*) | Matheran Light ... ... | 34 | ... | ... | ... | ... | ... | 7 | 16 | ... | 2 |
| 19 | (*f*) | Pipar Road-Bhavi Light ... | 69 | ... | ... | ... | ... | ... | 1 | 6 | ... | 1 |
| | | Total ... | ... | ... | ... | ... | ... | ... | 317 | 323 | 8 | 66 |
| | | Grand Total ... | ... | ... | ... | ... | ... | ... | 98,196 | 50,087 | 3,856 | 7,790 |

* For the purposes of this item, unit-miles are converted into tons at certain fixed rates for each class of passenger, to which is added the ton-mileage of other coaching traffic.

† Includes the outlay on motor cars.

## DIX 17—*contd.*

*during the financial year 1913-14 (except where otherwise stated).*

| Goods Stock. | | | | | | | | | | | Numbers. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1912-13. | Number added in 1913-14. | | | | | Number at close of 1913-14. | | | | | |
| Total of all classes. | Covered wagons. | Open wagons. | Timber trucks, including bolster trucks. | All other classes. | Total of all classes. | Covered wagons. | Open wagons. | Timber trucks, including bolster trucks. | All other classes. | Total of all classes. | Main head. |
| 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 |
| 51 | ... | ... | ... | ... | ... | 27 | 20 | ... | 4 | 51 | 27 |
| 33 | ... | ... | ... | ... | ... | 6 | 29 | ... | 3 | 38 | 29 |
| 161 | ... | ... | ... | ... | ... | 87 | 67 | ... | 7 | 161 | 30 |
| 1,157 | 50 | ... | ... | 15 | 65 | 594 | 534 | 43 | 51 | 1,222 | 1 |
| ... | 6 | 4 | ... | ... | 10 | 6 | 4 | ... | ... | 10 | 31 |
| 61 | ... | ... | ... | ... | ... | 14 | 44 | ... | 3 | 61 | 32 |
| 59 | ... | ... | ... | ... | ... | 5 | 52 | ... | 2 | 59 | 35 |
| 29 | ... | ... | ... | ... | ... | ... | 29 | ... | ... | 29 | 36 |
| 72 | ... | ... | ... | ... | ... | 27 | 42 | ... | 3 | 72 | 37 |
| 45 | ... | ... | ... | ... | ... | 8 | 35 | ... | 2 | 45 | 38 |
| 90 | ... | 2 | ... | 3 | 5 | 80 | 11 | ... | 4 | 95 | 3 |
| 376 | ... | ... | ... | 2 | 2 | 90 | 271 | ... | 17 | 378 | 2 |
| ... | 8 | 8 | ... | 2 | 18 | 8 | 8 | ... | 2 | 18 | 40 |
| ... | 10 | 12 | 2 | 3 | 27 | 10 | 12 | 2 | 3 | 27 | 41 |
| 169 | —12 | 1 | ... | ... | —11 | 57 | 46 | 9 | 46 | 158 | 8 |
| 445 | 61 | —95 | ... | —5 | —39 | 137 | 253 | 7 | 9 | 406 | 8 |
| | | | Information not furnished | | | | | | | | 42 |
| 48 | 6 | 24 | ... | ... | 30 | 30 | 48 | ... | ... | 78 | 10 |
| 70 | ... | ... | ... | ... | ... | 20 | 47 | ... | 3 | 70 | 21 |
| 20 | ... | ... | ... | ... | ... | 8 | 12 | ... | ... | 20 | 1 |
| ... | 30 | 10 | ... | ... | 40 | 30 | 10 | ... | ... | 40 | 5 |
| 27 | 3 | ... | ... | ... | 3 | 12 | 16 | ... | 2 | 30 | 43 |
| 19 | ... | ... | ... | ... | ... | 2 | 14 | ... | 3 | 19 | 1 |
| 71 | ... | ... | ... | ... | ... | 58 | 3 | 2 | 8 | 71 | 24 |
| 199 | 25 | —15 | ... | ... | 10 | 158 | 46 | 2 | 3 | 209 | 44 |
| 57 | ... | ... | ... | ... | ... | 19 | 37 | ... | 1 | 57 | 45 |
| 70 | 1 | 5 | ... | ... | 6 | 38 | 31 | 4 | 3 | 76 | 46 |
| ... | 20 | 10 | 3 | 3 | 36 | 20 | 10 | 3 | 3 | 36 | 8 |
| 3,334 | 208 | —34 | 5 | 23 | 202 | 1,551 | 1,731 | 72 | 182 | 3,536 | |
| 253 | 26 | —18 | ... | —2 | 6 | 113 | 133 | 6 | 7 | 259 | 47 |
| 244 | 40 | 62 | ... | ... | 102 | 195 | 120 | 1 | 30 | 346 | 48 |
| 81 | ... | 1 | ... | ... | 1 | 14 | 57 | ... | 11 | 82 | 49 |
| 9 | ... | ... | ... | ... | ... | 4 | 4 | ... | 1 | 9 | 50 |
| 8 | ... | ... | ... | ... | ... | 1 | 6 | ... | 1 | 8 | 51 |
| 86 | 2 | 4 | ... | ... | 6 | 50 | 30 | 1 | 11 | 92 | 52 |
| 25 | ... | ... | ... | ... | ... | 7 | 16 | ... | 2 | 25 | 5 |
| 8 | ... | 1 | ... | 1 | 2 | 1 | 7 | ... | 2 | 10 | 19 |
| 714 | 68 | 50 | ... | —1 | 117 | 385 | 373 | 8 | 65 | 831 | |
| 159,329 | 9,715 | 1,401 | 104 | —105 | 11,115 | 107,911 | 51,488 | 3,460 | 7,585 | 170,444 | |

*Number of, outlay on, and work done by, rolling-stock*

Goods

| Classification No. of Railway. (Detailed in "Index" to Appendix I.) | | Railway. | Number of all classes per mile of line open on 31st March 1914, excluding 2nd, 3rd., etc., tracks. | Average mileage run by each *per annum*. | Average mileage run by each *per diem*. | Average tare in tons. | | Average carrying capacity in tons. | |
|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | | | Covered wagons. | Open wagons. | Covered wagons. | Open wagons. |
| 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 |
| | | *5' 6" gauge.* | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur ... ... | 7·03 | 13,596 | 37 | 8·32 | 8·50 | 15·52 | 17·57 |
| 2 | (*a*) *to* (*e*) | Bombay, Baroda and Central India. | 6·93 | 11,841 | 32 | 8·31 | 8·18 | 18·51 | 18·79 |
| 3 | (*a*) | Eastern Bengal ... ... | 12·83 | 18,069 | 36 | 8·67 | 7·57 | 16·73 | 16·29 |
| 4 | ... | East Indian ... ... | 9·95 | 18,254 | ·50 | 7·97 | 7·30 | 17·54 | 16·68 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula ... | 5·66 | 14,794 | 41 | 8·45 | 7·36 | 17·31 | 16·23 |
| 6 | (*a*) & (*b*) | Madras and Southern Mahratta. | 4·20 | 13,260 | 36 | 7·98 | 7·70 | 15·73 | 17·50 |
| 7 | (*a*) & (*c*) | Nizam's Guaranteed State ... | 4·89 | 15,239 | 42 | 8·13 | 7·70 | 18·21 | 16·95 |
| 8 | (*a*) to (*k*) | North Western ... ... | 5·19 | 12,887 | 35 | 7·89 | 7·70 | 19·96 | 17·00 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 4·38 | 11,958 | 33 | 8·40 | 7·03 | 17·14 | 15·88 |
| 10 | (*a*) | South Indian ... ... | 3·00 | 9,868 | 27 | 7·77 | 7·44 | 16·55 | 17·14 |
| | | Total ... | ... | ... | ... | ... | ... | ... | ... |
| | | *3' 3¾" gauge.* | | | | | | | |
| 11 | ... | Assam-Bengal ... ... | 3·44 | 7,334 | 20 | 5·11 | 3·73 | 10·29 | 8·09 |
| 12 | ... | Bengal and North-Western ... | *4·17 | *12,419 | *34 | *4·25 | *2·85 | 10·96 | *10·56 |
| 13 | ... | Bengal Dooars ... ... | 2·37 | ... | ... | ... | ... | ... | ... |
| 14 | ... | Bhavnagar ... ... | 2·26 | 7,536 | 21 | 3·82 | 3·10 | 7·35 | 7·83 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 4·13 | 15,732 | 43 | 4·53 | 4·43 | 10·08 | 12·00 |
| 15 | (*a*) to (*c*) | Burma ... ... ... | 5·12 | 12,444 | 34 | 4·77 | 3·87 | 10·44 | 9·17 |
| 16 | ... | Dibru-Sadiya ... ... | 14·32 | ... | ... | ... | ... | ... | ... |
| 3 | (*b*) to (*d*) | Eastern Bengal ... ... | 4·46 | ... | ... | 6·67 | 3·70 | 12·15 | 9·81 |
| 17 | ... | Gondal-Porbandar ... ... | 1·68 | 8,153 | 22 | 3·72 | 3·06 | 7·35 | 7·90 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | 2·50 | 13,107 | 36 | 4·04 | 4·16 | 11·21 | 11·92 |
| 18 | ... | Jamnagar ... ... | 1·55 | 4,418 | 12 | 4·25 | 4·11 | 7·35 | 7·35 |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner ... ... | 1·35 | 12,408 | 34 | 5·32 | 5·04 | 10·55 | 13·56 |
| 20 | ... | Junagad ... ... | 1·61 | 9,575 | 26 | 4·02 | 3·56 | 7·35 | 7·45 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | 3·05 | 14,330 | 39 | 4·11 | 4·33 | 8·05 | 9·31 |
| 21 | ... | Morvi ... ... ... | 1·50 | ... | ... | ... | ... | 7·25 | 12·25 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 3·64 | 8,209 | 23 | 5·00 | 3·32 | 13·27 | 9·28 |
| 10 | (*b*) to (*i*) | South Indian ... ... | 3·50 | 15,041 | 41 | 5·71 | 4·83 | 10·02 | 9·63 |
| 25 | ... | Udaipur-Chitorgarh ... | 0·79 | 5,153 | 14 | 4·04 | 3·19 | 8·92 | 7·40 |
| | | Total ... | ... | ... | ... | ... | ... | ... | ... |

* The calculations have been arrived at without taking into account 150 5'6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

## DIX 17—*contd.*

*during the financial year 1913-14 (except where otherwise stated).*

STOCK—*concld.*

| Average load of a goods vehicle, loaded and empty, per mile. | Freight ton-mileage per vehicle, in thousands of tons. | Average under repairs or renewals at any one time. | Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list. | Total value, in thousands of rupees on 31st March 1914. | Total value per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks. | Grand total value of rolling-stock in thousands of rupees on 31st March 1914. | Grand total value of rolling-stock per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks. | NUMBER. Main head. |
|---|---|---|---|---|---|---|---|---|
| 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 |
| 8·22 | 99 | 493 | 3·66 | 4,17,62 | 22,256 | 7,73,11 | 41,200 | 1 |
| 7·79 | 85 | 368 | 4·04 | 2,55,95 | 20,983 | 5,20,42 | 42,663 | 2 |
| 4·80 | 64 | 211 | 3·39 | 2,03,49 | 40,120 | 3,88,55 | 76,607 | 3 |
| 8·25 | 155 | 8·37 | 3·03 | 9,55,89 | 35,173 | 17,69,63 | 65,114 | 4 |
| 8·74 | 149 | 1,239 | 7·23 | 4,57,55 | 15,428 | 11,80,52 | 39,806 | 5 |
| 7·27 | 104 | 213 | 4·89 | 1,97,44 | 12,235 | 3,02,09 | 29,002 | 6 |
| 7·71 | 96 | 35 | 2·08 | 50,34 | 14,302 | 94,44 | 26,831 | 7 |
| 8·39 | 106 | 875 | 3·48 | 6,93,17 | 14,032 | 17,34,18 | 35,105 | 8 |
| 6·20 | 55 | 371 | 5·13 | †2,93,50 | †17,750 | 4,26,17 | 25,773 | 9 |
| 6·83 | 67 | 135 | 7·80 | 53,24 | 11,938 | 1,36,59 | 30,629 | 10 |
| ... | ... | ... | ... | ... | ... | ... | ... | |
| 5·13 | 42 | 85 | 3·04 | 70,31 | 8,662 | 1,46,87 | 18,340 | 11 |
| **4·11 | **38 | 426 | 4·83 | †2,29,42 | †11,299 | 3,34,56 | 16,477 | 12 |
| ... | ... | ... | ... | 6,57 | 4,293 | 12,07 | 7,890 | 13 |
| 3·52 | 29 | 28 | 5·49 | 5,83 | 2,572 | 15,87 | 6,994 | 14 |
| 4·19 | 57 | 423 | 4·63 | 1,05,78 | 4,782 | 3,53,83 | 15,995 | 2 |
| 4·18 | 48 | 612 | 7·71 | 1,58,66 | 10,224 | 3,56,39 | 22,966 | 15 |
| ... | ... | ... | ... | ... | ... | ¶32,96 | ¶38,316 | 16 |
| ... | ... | 195 | 3·93 | §1,11,14 | §9,589 | 2,52,70 | 21,803 | 3 |
| 3·11 | 32 | 21 | 5·61 | 4,06 | 1,847 | 11,44 | 5,207 | 17 |
| 4·51 | 54 | 40 | 3·65 | 21,46 | 4,867 | 53,59 | 12,153 | 7 |
| 3·16 | 17 | 2 | 2·50 | 1,72 | 3,177 | 3,81 | 7,026 | 18 |
| 3·85 | 75 | 41 | 2·34 | 30,50 | 2,981 | 76,85 | 6,000 | 19 |
| 3·19 | 30 | 4 | 2·27 | 2,45 | 2,156 | 6,89 | 6,076 | 20 |
| 4·02 | 51 | 225 | 3·53 | †9,46 | †4,875 | †2,37,77 | †11,655 | 6 |
| ... | ... | 7 | 6·31 | 2,54 | 3,435 | 9,43 | 12,741 | 21 |
| 3·91 | 29 | 83 | 4·14 | 38,07 | 6,411 | 77,79 | 13,100 | 24 |
| 3·33 | 58 | 102 | 2·41 | 72,12 | 5,971 | 2,71,20 | 22,452 | 10 |
| 2·29 | 19 | ... | ... | 85 | 1,261 | 3,62 | 5,668 | 25 |
| ... | ... | ... | ... | ... | ... | ... | ... | |

† Includes the outlay on coaching stock.
‡ Excludes the outlay by the West of India Portuguese railway.
§ Includes the outlay on the 2' 6" gauge section.
¶ Excludes the outlay by the Ledo and Tikak-Margherita Colliery railway.
** The calculations have been arrived at without taking into account 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

*Number of, outlay on, and work done by, rolling-stock*

| Classification No. of Railway (Detailed in "Index" to Appendix I.) | | Railway. | Goods | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | Number of all classes per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks. | Average mileage run by each *per annum*. | Average mileage run by each *per diem*. | Average tare in tons. | | Average carrying capacity in tons. | |
| Main head. | Sub-head. | | | | | Covered wagons. | Open wagons. | Covered wagons. | Open wagons. |
| 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 |
| | | *2′ 6″ gauge.* | | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | 0·84 | ... | ... | 3 20 | 3·20 | 8·00 | 8·00 |
| 29 | ... | Baraset-Basirhat Light ... | 0·74 | ... | ... | 2·75 | 2·56 | 7·00 | 7·00 |
| 30 | ... | Barsi Light ... ... | 1·39 | 1,985 | 5 | 6·51 | 4·56 | 15·70 | 15·54 |
| 1 | (*b*), (*c*), (*e*), (*g*) & (*h*). | Bengal-Nagpur ... ... | 1·53 | 11,744 | 32 | 7·35 | 5·84 | 16·10 | 16·05 |
| 31 | ... | Bowringpet-Kolar ... | 0·92 | ... | ... | 3·16 | 2·70 | 6·50 | 7 00 |
| 32 | ... | Bukhtiarpore-Bihar Light ... | 1·85 | ... | ... | 2·75 | 2 75 | 6·00 | 6·00 |
| 35 | ... | Champaner-Shivrajpur Light ... | 2·91 | ... | ... | 6·50 | 3·11 | 16·00 | 8·30 |
| 36 | ... | Cutch ... ... | 0·78 | ... | ... | ... | 6·83 | ... | 6·00 |
| 37 | ... | Dehri-Rohtas Light ... | 3·02 | ... | ... | ... | ... | 8·00 | 9·43 |
| 38 | ... | Dholpur-Bari ... ... | 1·58 | ... | ... | 7·00 | 3·00 | 16·00 | 8·00 |
| 3 | (*b*) | Eastern Bengal ... ... | 2·65 | ... | ... | 3·22 | 1·98 | 4·63 | 4·07 |
| 2 | (*m*) to (*o*) | Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla. | 1·84 | ... | ... | 2·36 | 2·96 | 4·91 | 9·14 |
| 40 | ... | Godhra-Lunavada ... ... | 0·75 | ... | ... | 6·50 | 6·15 | 16·00 | 16·00 |
| 41 | ... | Jessore-Jhenidah Light ... | 0·73 | ... | ... | ... | ... | 7·00 | 7 00 |
| 8 | (*i*) | Kalka-Simla ... ... | 2·64 | 7,992 | 22 | 5·00 | 6·50 | 12·50 | 19·00 |
| 8 | (*m*) & (*n*) | Kohat-Thal and Nowshera-Durgai. | 3·98 | 3,113 | 8 | 3·14 | 2·14 | 5·97 | 5·79 |
| 42 | ... | Madaya Light ... ... | Information not furnished | | | | | | |
| 10 | (*j*) & (*k*) | Morappur-Dharmapuri and Tirupattur-Krishnagiri. | 0·79 | 8,152 | 22 | 6 43 | 5·96 | 9·50 | 10·00 |
| 21 | ... | Morvi ... ... | 3·71 | ... | ... | ... | ... | 4·75 | 8 00 |
| 1 | (*d*) | Mourbhanj ... ... | 0·62 | 13,909 | 38 | 5·84 | 4·96 | 13·10 | 11·33 |
| 5 | (*g*) | Murtajapur-Ellichpur ... | 0·84 | ... | ... | 6·70 | 5 30 | 16·00 | 8·00 |
| 43 | ... | Nadiad-Kapadvanj ... | 1·07 | ... | ... | 6·50 | 6·15 | 16 00 | 16·00 |
| 1 | (*f*) | Parlakimedi Light ... | 0·77 | 6,717 | 18 | 6·98 | 4·06 | 9·04 | 7 38 |
| 24 | (*c*) | Powayan Light ... ... | 1·82 | ... | ... | 3·16 | ... | 6·00 | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | 2·26 | ... | ... | 3·70 | 3·40 | 8·00 | 8·00 |
| 45 | ... | Tarkessur-Magra Light ... | 1·71 | ... | ... | ... | ... | ... | ... |
| 46 | ... | Tespore-Balipara Light ... | 3·78 | ... | ... | 2·00 | 2·00 | 4·00 | 4·00 |
| 8 | (*o*) | Trans-Indus (Kalabagh Bannu) | 0·40 | 14,215 | 39 | 7·60 | 6·55 | 17·25 | 18 50 |
| | | Total ... | ... | ... | ... | ... | ... | ... | ... |
| | | *2′ 0″ gauge.* | | | | | | | |
| 47 | (*a*) | Darjeeling-Himalayan ... | 5·08 | ... | ... | 1·79 | 1·35 | 4·83 | 4·57 |
| 48 | ... | Gwalior Light ... ... | 1·37 | ... | ... | 3·00 | 2·11 | 7·74 | 6·75 |
| 49 | ... | Howrah Amta Light ... | 1·87 | ... | ... | 2·50 | 2·25 | 5·00 | 5·00 |
| 50 | ... | Howrah-Sheakhala Light ... | 0·46 | ... | ... | 2·00 | 2·00 | 5·00 | 5·00 |
| 51 | ... | Jagadhri Light ... ... | 2·42 | ... | ... | 3·30 | 2·47 | 7·00 | 7·00 |
| 52 | ... | Jorhat (Provincial) ... | 2·83 | ... | ... | ... | ... | ... | ... |
| 5 | (*h*) | Matheran Light ... ... | 1·96 | ... | ... | 1·80 | 1·80 | 3·00 | 3·00 |
| 19 | (*f*) | Pipar Road-Bhavi Light ... | 0·40 | 5,979 | 16 | 3·08 | 2·23 | 5·00 | 5·71 |
| | | Total ... | ... | ... | ... | ... | ... | ... | ... |
| | | Grand Total ... | ... | ... | ... | ... | ... | ... | ... |

## DIX 17—*concld.*

*during the financial year 1913-14 (except where otherwise stated).*

STOCK—*concld.*

| Average load of a goods vehicle, loaded and empty, per mile. | Freight ton-mileage per vehicle, in thousands of tons. | Average under repairs or renewals at any one time. | Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list. | Total value in thousands of rupees on 31st March 1914. | Total value per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks. | Grand total value of rolling-stock, in thousands of rupees on 31st March 1914. | Grand total value of rolling-stock per mile of line open on 31st March 1914, excluding 2nd, 3rd, etc., tracks. | NUMBER. Main head. |
|---|---|---|---|---|---|---|---|---|
| 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 |
| ... | ... | 1 | 1·96 | 1,07 | 1,765 | 3,64 | 6,012 | 27 |
| ... | ... | ... | ... | 84 | 1,647 | 4,44 | 8,685 | 29 |
| ... | ... | 4 | 2·48 | †12,98 | 11,158 | 17,03 | 14,702 | 30 |
| 3·55 | 39 | 44 | 3·61 | 43,02 | 5,399 | 96,71 | 12,136 | 1 |
| ... | ... | ... | ... | 17 | 1,597 | 78 | 7,145 | 31 |
| ... | ... | ... | ... | 1,44 | 4,358 | 3,21 | 9,742 | 32 |
| ... | ... | ... | ... | 83 | 4,124 | 2,08 | 10,302 | 35 |
| ... | ... | ... | ... | †58 | †1,582 | 1,08 | 2,990 | 36 |
| ... | ... | ... | ... | 63 | 2,630 | 1,21 | 5,092 | 37 |
| ... | ... | 1 | 2·22 | 68 | 2,490 | 2,36 | 8,301 | 38 |
| ... | ... | ... | ... | Included with | the Eastern Be | ngal railway, (3' | 3½" gauge section). | 3 |
| ... | ... | 13 | 3·44 | 4,87 | 2,369 | 10,87 | 5,290 | 2 |
| ... | ... | ... | ... | 45 | 1,863 | 1,43 | 5,978 | 40 |
| ... | ... | ... | ... | 62 | 1,685 | 2,36 | 6,141 | 41 |
| 3·26 | 23 | 5 | 2·92 | 5,26 | 3,781 | 22,52 | 38,091 | 8 |
| 2·09 | 6 | 12 | 3·09 | 4,83 | 4,734 | 14,52 | 14,239 | 8 |
| ... | ... | ... | ... | Information n | ot furnished. | ... | ... | 42 |
| 1·78 | 13 | 1 | 1·28 | 2,46 | 2,490 | 7,35 | 7,444 | 10 |
| ... | ... | 7 | 10·00 | 1,22 | 6,394 | 3,58 | 18,823 | 21 |
| ... | 29 | ... | ... | 54 | 1,675 | 1,70 | 5,253 | 1 |
| ... | 10 | ... | ... | 1,10 | 2,370 | 2,68 | 5,633 | 5 |
| ... | ... | ... | ... | 72 | 2,572 | 1,81 | 6,503 | 45 |
| ... | 19 | ... | ... | *70 | *2,846 | 1,71 | 6,961 | 1 |
| ... | ... | 3 | 3·92 | *1,73 | *4,367 | 2,75 | 6,958 | 24 |
| ... | ... | 3 | 1·43 | 4,69 | 5,069 | 9,16 | 9,901 | 44 |
| ... | ... | ... | ... | 35 | 2,553 | 2,65 | 7,959 | 45 |
| ... | ... | ... | ... | 52 | 2,594 | 1,63 | 8,069 | 46 |
| 3·15 | 42 | ... | ... | 1,22 | 1,367 | 5,52 | 6,210 | 8 |
| ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | †4,40 | †8,628 | 7,80 | 15,290 | 47 |
| ... | ... | ... | ... | *6,19 | *2,440 | 10,15 | 4,060 | 48 |
| ... | ... | ... | ... | 1,31 | 2,760 | 8,59 | 19,578 | 49 |
| ... | ... | ... | ... | 21 | 1,089 | 2,19 | 11,086 | 50 |
| ... | ... | 1 | 12·50 | 11 | 3,386 | 39 | 11,928 | 51 |
| ... | ... | ... | ... | ... | ... | 3,06 | 9,413 | 52 |
| ... | ... | ... | ... | †1,42 | †11,253 | 2,83 | 22,439 | 5 |
| 2·21 | ... | ... | ... | *29 | *1,141 | 48 | 1,900 | 19 |
| ... | ... | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | ... | |

* Includes the outlay on coaching stock.
† Includes the outlay on coaching stock and motor cars.

# APPEN

## *Rolling-stock fitted with automatic brakes*

| Classification No. of Railway, (Detailed in "Index" to Appendix 1). | | Railway system. | Locomotives. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Engines employed exclusively on passenger working. | | | Engines employed exclusively on goods working. | | | Engines employed exclusively on mixed working, or on both passenger working and goods working. | | |
| Main head. | Sub-head. | | Fitted. | Not fitted. | Percentage of fitted on total. | Fitted. | Not fitted. | Percentage of fitted on total. | Fitted. | Not fitted. | Percentage of fitted on total. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | 5′ 6″ Gauge. | | | | | | | | | |
| 1 | (*a*) | Bengal-Nagpur ... | 86 | ... | 100·00 | ... | ... | ... | 224 | 93 | 70·66 |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India. | 135 | ... | 100·00 | ... | ... | ... | 181 | 23 | 88·73 |
| 3 | (*a*) | Eastern Bengal ... | 83 | ... | 100·00 | 72 | ... | 100·00 | 77 | 38 | 66·96 |
| 4 | (*a*) to (*d*) | East Indian ... | 200 | ... | 100·00 | 611 | 170 | 78·23 | 152 | 3 | 98·06 |
| 5 | (*a*) to (*f*) | Great Indian Peninsula ... | 309 | ... | 100·00 | 538 | 37 | 93·57 | 173 | 11 | 94·18 |
| 6 | (*a*) & (*b*) | Madras and Southern Mahratta. | 71 | ... | 100·00 | ... | ... | ... | 161 | 18 | 89·94 |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State ... | ... | ... | ... | ... | 21 | ... | 27 | 19 | 55·70 |
| 8 | (*a*) to (*k*) | North Western ... | 313 | ... | 100·00 | 863 | ... | 100·00 | 72 | 6 | 92·31 |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand ... | 99 | ... | 100·00 | ... | ... | ... | 168 | 9 | 94·92 |
| 10 | (*a*) | South Indian ... ... | 28 | ... | 100·00 | ... | ... | ... | 79 | 16 | 83·16 |
| | | 3′ 3¾″ Gauge. | | | | | | | | | |
| 11 | ... | Assam-Bengal ... | 5 | ... | 100·00 | ... | ... | ... | 103 | ... | 100·00 |
| 12 | ... | Bengal and North-Western | 54 | ... | 100·00 | ... | ... | ... | 102 | 172 | 37·23 |
| 13 | ... | Bengal Dooars ... | ... | ... | ... | ... | ... | ... | ... | 10 | ... |
| 14 | ... | Bhavnagar ... ... | ... | ... | ... | ... | ... | ... | 10 | 10 | 50·00 |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India. | 209 | ... | 100·00 | ... | ... | ... | 229 | 70 | 76·59 |
| 15 | ... | Burma ... ... | 11 | ... | 100·00 | ... | ... | ... | 238 | 82 | 74·37 |
| 16 | ... | Dibru-Sadiya ... ... | ... | ... | ... | ... | ... | ... | 10 | 16 | 38·46 |
| 3 | (*b*) to (*d*) | Eastern Bengal ... | 53 | ... | 100·00 | 61 | ... | 100·00 | 110 | 17 | 86·61 |
| 17 | ... | Gondal-Porbandar ... | ... | ... | ... | ... | ... | ... | 5 | 10 | 33·33 |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley | 15 | ... | 100·00 | ... | 8 | ... | 16 | 24 | 40·00 |
| 18 | ... | Jamnagar ... ... | ... | ... | ... | ... | ... | ... | 4 | ... | 100·00 |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner ... | ... | ... | ... | ... | ... | ... | 3 | 86 | 3·37 |
| 20 | ... | Junagad ... ... | ... | ... | ... | ... | ... | ... | 3 | 8 | 27·27 |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta. | 42 | ... | 100·00 | 27 | ... | 100·00 | 55 | 177 | 23·71 |
| 21 | ... | Morvi ... ... | 3 | ... | 100·00 | ... | 2 | ... | 2 | 3 | 40·00 |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon ... | 7 | ... | 100·00 | ... | 2 | ... | 30 | 24 | 55·56 |
| 10 | (*b*) to (*i*) | South Indian ... ... | 30 | ... | 100·00 | ... | ... | ... | 259 | 20 | 92·83 |
| 25 | ... | Udaipur-Chitorgarh ... | ... | 2 | ... | ... | ... | ... | ... | 2 | ... |
| | | Carried over ... | 1,753 | 2 | ... | 2,172 | 240 | ... | 2,498 | 967 | ... |

* Excludes four motor engines fitted with automatic vacuum brake.

# DIX 18.

*.on the 31st March 1914.*

| Coaching vehicles, including brake-vans used exclusively on passenger service. | | | | Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes. | | | | Railway system. | Classification No. of Railway. (Detailed in "Index" to Appendix 1). | |
|---|---|---|---|---|---|---|---|---|---|---|
| Braked. | Piped. | Not fitted. | Percentage of braked and piped on total. | Braked. | Piped. | Not fitted. | Percentage of braked and piped on total. | | Main head. | Sub-head. |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| | | | | | | | | 5' 6" Gauge. | | |
| 1,031 | ... | ... | 100·00 | 6,771 | 1,335 | 5,098 | 61·44 | Bengal-Nagpur ... | (a) | 1 |
| 888 | 3 | ... | 100·00 | 4,567 | 170 | 4,356 | 52·10 | Bombay, Baroda and Central India. | (a) to (e) | 2 |
| 717 | 59 | 3 | 99·61 | 2,106 | 617 | 3,775 | 41·92 | Eastern Bengal ... | (a) | 3 |
| 2,119 | 12 | 210 | 91·03 | 14,974 | 73 | 12,490 | 54·64 | East Indian ... ... | (a) to (d) | 4 |
| 2,062 | ... | 47 | 97·77 | 6,230 | 207 | 10,625 | 37·73 | Great Indian Peninsula ... | (a) to (f) | 5 |
| *741 | ... | ... | 100·00 | 2,210 | 1,780 | 364 | 91·64 | Madras and Southern Mahratta. | (a) & (b) | 6 |
| 184 | 3 | ... | 100·00 | 326 | 2 | 1,384 | 19·16 | Nizam's Guaranteed State... | (a) & (b) | 7 |
| 2,883 | 65 | ... | 100·00 | 17,250 | 1,189 | 6,662 | 73·46 | North Western ... | (a) to (k) | 8 |
| 955 | 73 | 12 | 98·85 | 2,838 | 1,487 | 2,838 | 59·96 | Oudh and Rohilkhand ... | (a) to (c) | 9 |
| 322 | ... | ... | 100·00 | 1,041 | 203 | 483 | 72·03 | South Indian ... ... | (a) | 10 |
| | | | | | | | | 3' 3¾" Gauge. | | |
| 371 | 8 | ... | 100·00 | 2,112 | 175 | 488 | 82·41 | Assam-Bengal ... | ... | 11 |
| 605 | 214 | 289 | 73·91 | 261‡ | 29 | 8,649 | 3·24 | Bengal and North-Western | ... | 12 |
| ... | 10 | 38 | 27·83 | ... | ... | 360 | ... | Bengal Dooars ... | ... | 13 |
| 38 | 20 | 56 | 50·88 | ... | 2 | 510 | 0·39 | Bhavnagar ... ... | ... | 14 |
| 1,371 | 162 | ... | 100·00 | 3,449 | 4,980 | 686 | 92·47 | Bombay, Baroda and Central India. | (f) to (l) | 2 |
| †652 | 45 | 231 | 75·11 | 3,647 | 35 | 4,226 | 46·56 | Burma ... ... | ... | 15 |
| 23 | 7 | 48 | 38·46 | 270 | 210 | 829 | 36·67 | Dibru-Sadiya ... ... | ... | 16 |
| 723 | 90 | 12 | 98·55 | 159 | 8 | 4,830 | 3·34 | Eastern Bengal ... | (b) to (d) | 3 |
| 19 | 20 | 43 | 44·83 | ... | ... | 368 | ... | Gondal-Porbandar ... | ... | 17 |
| 171 | 5 | ... | 100·00 | 114 | 5 | 982 | 10·81 | Hingoli Branch and Hyderabad-Godavari Valley. | (c) & (d) | 7 |
| ... | ... | 22 | ... | ... | ... | 84 | ... | Jamnagar ... ... | ... | 18 |
| ... | 15 | 243 | 5·81 | ... | ... | 1,756 | ... | Jodhpur-Bikaner ... | (a) to (e) | 19 |
| 23 | 6 | 22 | 56·86 | ... | ... | 183 | ... | Junagad ... ... | ... | 20 |
| 540 | 88 | 650 | 49·14 | 200 | ... | 6,154 | 3·15 | Madras and Southern Mahratta. | (c) to (l) | 6 |
| 23 | 5 | 34 | 45·16 | ... | ... | 111 | ... | Morvi ... ... | ... | 21 |
| 69 | 52 | 94 | 56·28 | 15 | 4 | 1,965 | 0·95 | Rohilkund and Kumaon ... | (a) & (b) | 24 |
| 797 | 41 | 597 | 58·40 | 119 | 139 | 3,962 | 6·11 | South Indian ... | (b) to (i) | 10 |
| ... | 14 | 17 | 45·16 | ... | ... | 54 | ... | Udaipur-Chitorgarh ... | ... | 25 |
| 17,327 | 1,017 | 2,673 | ... | 68,661 | 12,650 | 84,332 | ... | | | |

* Excludes two rail motor cars fitted with automatic vacuum brake.
† Excludes three rail motor cars fitted with automatic vacuum brake.
‡ Includes 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

*Rolling-stock fitted with automatic brakes*

| Classification No. of Railway. (Detailed in "Index" to Appendix 1). | | Railway system. | Locomotives. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Engines employed exclusively on passenger working. | | | Engines employed exclusively on goods working. | | | Engines employed exclusively on mixed working or on both passenger working and goods working. | | |
| Main head. | Sub-head. | | Fitted. | Not fitted. | Percentage of fitted on total. | Fitted. | Not fitted. | Percentage of fitted on total. | Fitted. | Not fitted. | Percentage of fitted on total. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | Brought forward ... | 1,753 | 2 | ... | 2,172 | 240 | ... | 2,498 | 967 | ... |
| | | *2' 6" Gauge.* | | | | | | | | | |
| 27 | ... | Arrah-Sasaram Light ... | ... | ... | ... | ... | ... | ... | ... | 5 | ... |
| 29 | ... | Barsaet-Basirhat Light ... | ... | ... | ... | ... | ... | ... | ... | 7 | ... |
| 30 | ... | Barsi Light ... ... | ... | ... | ... | ... | ... | ... | 12 | 1 | 92·31 |
| 1 | (*b*) to (*h*) | Bengal-Nagpur ... | ... | ... | ... | ... | ... | ... | 72 | 11 | 86·75 |
| 31 | ... | Powringpet-Kolar ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... |
| 32 | ... | Bukhtiarpore-Bihar Light | ... | ... | ... | ... | ... | ... | ... | 4 | ... |
| 35 | ... | Champaner-Shivrajpur Light | ... | ... | ... | ... | ... | ... | ... | 4 | ... |
| 36 | ... | Cutch ... ... | ... | ... | ... | ... | ... | ... | ... | 4 | ... |
| 37 | ... | Dehri-Rohtas Light ... | ... | ... | ... | ... | ... | ... | ... | 3 | ... |
| 38 | ... | Dholpur-Bari ... | ... | ... | ... | ... | ... | ... | ... | 4 | ... |
| 3 | (*b*) | Eastern Bengal ... | ... | ... | ... | ... | ... | ... | ... | 5 | ... |
| 2 | (*m*) to (*o*) | Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla. | ... | ... | ... | ... | ... | ... | ... | 17 | ... |
| 40 | ... | Godhra-Lunavada ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... |
| 41 | ... | Jessore-Jhenidah ... | ... | ... | ... | ... | ... | ... | ... | 4 | ... |
| 8 | (*l*) | Kalka-Simla ... ... | ... | ... | ... | ... | ... | ... | 24 | ... | 100·00 |
| 8 | (*m*) and (*n*) | Kohat-Thal and Nowshera-Durgai. | ... | ... | ... | ... | ... | ... | 5 | 23 | 17·86 |
| 10 | (*j*) and (*k*) | Morappur-Dharmapuri and Tiruppattur-Krishnagiri. | ... | ... | ... | ... | ... | ... | 3 | 6 | 33·33 |
| 42 | ... | Madaya Light ... | Information not furnished | | | ... | ... | ... | ... | ... | ... |
| 21 | ... | Morvi ... ... | ... | 3 | ... | ... | 1 | ... | ... | 1 | ... |
| 5 | (*g*) | Murtajapur-Ellichpur ... | ... | ... | ... | ... | ... | ... | ... | 4 | ... |
| 43 | ... | Nadiad-Kapadvanj ... | ... | ... | ... | ... | ... | ... | ... | 3 | ... |
| 24 | (*c*) | Powayan Light ... | ... | ... | ... | ... | ... | ... | ... | 5 | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | ... | ... | ... | ... | ... | ... | ... | 8 | ... |
| 45 | ... | Tarkessur-Magra Light ... | ... | ... | ... | ... | ... | ... | ... | 6 | ... |
| 46 | ... | Tezpore-Balipara Light ... | ... | ... | ... | ... | ... | ... | ... | 3 | ... |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu). | ... | ... | ... | ... | ... | ... | 7 | 1 | 87·50 |
| | | *2' 0" Gauge.* | | | | | | | | | |
| 47 | (*a*) | Darjeeling-Himalayan ... | ... | ... | ... | ... | ... | ... | ... | 16 | ... |
| 48 | ... | Gwalior Light ... | ... | ... | ... | ... | ... | ... | ... | 20 | ... |
| 49 | ... | Howrah-Amta Light ... | ... | ... | ... | ... | ... | ... | ... | 17 | ... |
| 50 | ... | Howrah-Sheakhala Light ... | ... | ... | ... | ... | ... | ... | ... | 4 | ... |
| 51 | ... | Jagadhri Light ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... |
| 52 | ... | Jorhat (Provincial) ... | ... | ... | ... | ... | ... | ... | ... | 10 | ... |
| 5 | (*k*) | Matheran ... ... | ... | ... | ... | ... | ... | ... | 2 | 3 | 40·00 |
| 19 | (*f*) | Pipar Road-Bhavi Light ... | ... | ... | ... | ... | ... | ... | ... | 2 | ... |
| | | Total ... | 1,753 | 5 | 99·72 | 2,172 | 241 | 90·01 | 2,623 | 1,174 | 69·08 |

## DIX 18—*concld.*

*on the 31st March 1914.*

| Coaching vehicles, including brake-vans used exclusively on passenger service. | | | | Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes. | | | | Railway system. | Classification No. of Railway. (Detailed in "Index" to Appendix 1). | |
|---|---|---|---|---|---|---|---|---|---|---|
| Braked. | Piped. | Not fitted. | Percentage of braked and piped on total. | Braked. | Piped. | Not fitted. | Percentage of braked and piped on total. | | Main head. | Sub-head. |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 17,327 | 1,017 | 2,673 | ... | 68,661 | 12,650 | 84,332 | ... | Brought forward | | |
| | | | | | | | | *2' 6" Gauge.* | | |
| ... | ... | 23 | ... | ... | ... | 51 | ... | Arrah-Sasaram Light ... | ... | 27 |
| ... | ... | 42 | ... | ... | ... | 38 | ... | Barasat-Basirhat Light ... | ... | 29 |
| 49 | ... | ... | 100·00 | 41 | 117 | 2 | 98·75 | Barsi Light ... ... | ... | 30 |
| 213 | ... | 39 | 84·54 | 1,121 | ... | 136 | 89·18 | Bengal-Nagpur ... | (*b*) to (*k*) | 1 |
| ... | ... | 4 | ... | ... | ... | 10 | ... | Bowringpet-Kolar ... | ... | 31 |
| ... | ... | 19 | ... | ... | ... | 61 | ... | Bukhtiarpore-Bihar Light | ... | 32 |
| ... | ... | 4 | ... | ... | ... | 59 | ... | Champaner-Shivrajpur Light | ... | 35 |
| ... | ... | 9 | ... | ... | ... | 29 | ... | Cutch ... ... | ... | 36 |
| ... | ... | 5 | ... | ... | ... | 72 | ... | Debri-Rohtas Light ... | ... | 37 |
| ... | ... | 9 | ... | ... | ... | 45 | ... | Dholpur-Bari ... ... | ... | 38 |
| ... | ... | 55 | ... | ... | ... | 95 | ... | Eastern Bengal ... | (*b*) | 3 |
| ... | ... | 68 | ... | ... | ... | 378 | ... | Gaekwars' Dabhoi, Kosamba-Zankhvav and Rajpipla. | (*m*) to (*o*) | 2 |
| ... | ... | 6 | ... | ... | ... | 18 | ... | Godhra-Lunavada ... | ... | 40 |
| ... | ... | 17 | ... | ... | ... | 27 | ... | Jessore-Jhenidah ... | ... | 41 |
| 114 | ... | ... | 100·00 | 158 | ... | ... | 100·00 | Kalka-Simla ... ... | (*l*) | 8 |
| ... | ... | 74 | ... | ... | ... | 406 | ... | Kohat-Thal and Nowshera-Durgai. | (*m*) and (*n*) | 8 |
| ... | ... | 35 | ... | ... | ... | 78 | ... | Morappur-Dharmapuri and Tirupattur-Krishnagiri. | (*j*) and (*k*) | 10 |
| Information not furnished | | | ... | ... | ... | ... | ... | Madaya Light ... | ... | 42 |
| ... | ... | 51 | ... | ... | ... | 70 | ... | Morvi ... ... | ... | 21 |
| ... | ... | 6 | ... | ... | ... | 40 | ... | Murtjapur-Ellichpur ... | (*g*) | 5 |
| ... | ... | 7 | ... | ... | ... | 30 | ... | Nadiad-Kapadvanj ... | ... | 43 |
| ... | ... | 18 | ... | ... | ... | 71 | ... | Powayan Light ... | (*o*) | 24 |
| ... | ... | 43 | ... | ... | ... | 209 | ... | Shahdara (Delhi)-Saharanpur Light. | ... | 44 |
| ... | ... | 26 | ... | ... | ... | 57 | ... | Tarkessur-Magra Light ... | ... | 45 |
| ... | ... | 13 | ... | ... | ... | 76 | ... | Tezpore-Balipara Light ... | ... | 46 |
| 33 | ... | ... | 100·00 | 36 | ... | ... | 100·00 | Trans-Indus (Kalabagh Bannu) | (*o*) | 8 |
| | | | | | | | | *2' 0" Gauge.* | | |
| ... | ... | 103 | ... | ... | ... | 259 | ... | Darjeeling-Himalayan ... | (*a*) | 47 |
| ... | ... | 83 | ... | ... | ... | 346 | ... | Gwalior Light ... | ... | 48 |
| ... | ... | 98 | ... | ... | ... | 82 | ... | Howrah-Amta Light ... | ... | 49 |
| ... | ... | 24 | ... | ... | ... | 9 | ... | Howrah-Sheakhala Light... | ... | 50 |
| ... | ... | 4 | ... | ... | ... | 8 | ... | Jagadhri Light ... | ... | 51 |
| ... | ... | 30 | ... | ... | ... | 91 | ... | Jorhat (Provincial) ... | ... | 52 |
| ... | ... | 35 | ... | ... | ... | 24 | ... | Matheran ... ... | (*h*) | 5 |
| ... | ... | 5 | ... | ... | ... | 10 | ... | Pipar Road-Bhavi Light ... | (*f*) | 19 |
| 17,736 | 1,017 | 3,628 | 83·79 | 70,017 | 12,767 | 87,219 | 48·70 | | | |

# APPENDIX 19.

## *Rolling-stock lighted by either gas or electricity on the 31st March 1914.*

| Classification No. of Railway. (Detailed in "Index" to Appendix 1). | | Railway system. | Number of vehicles fitted for lighting with | | | Number of vehicles not fitted. | Proportion per cent of fitted to total. | Systems of electric lighting in use. |
|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | Gas. [Pintsch's system.] | Electricity. | Total. | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| | | 5′ 6″ gauge. | | | | | | |
| 1 | (*a*) | Bengal-Nagpur | 928 | 91 | 1,019 | 258 | 79·69 | Stone's, Mather and Platt's, Vickers-Hall, Bowman and Still's and Single Battery systems. |
| 2 | (*a*) to (*e*) | Bombay, Baroda and Central India | 912 | 91 | 1,003 | 2 | 99·80 | Stone's, Vickers-Hall, Aichele, Mather and Platt's, Leitner-Lucas and Vicarino-Crawford systems. |
| 3 | (*a*) | Eastern Bengal | 646 | 49 | 695 | 153 | 81·93 | Vickers-Hall, Stone's, Rosenburg and Tudor systems. |
| 4 | (*a*) to (*d*) | East Indian | 1,705 | 134 | 1,839 | 181 | 91·04 | Stone's, Tudor and Vickers-Hall systems. |
| 5 | (*a*) to (*f*) | Great Indian Peninsula | 1,613 | 240 | 1,853 | 47 | 97·53 | Stone's, Vickers-Hall, Aichele, Vicarino-Crawford, Mather and Platt's, Tudor and Brown Boveri systems. |
| 6 | (*a*) & (*b*) | Madras and Southern Mahratta | 877 | *21 | 898 | 60 | 93·74 | Stone's, Vickers-Hall, Tudor and Rosenburg systems. |
| 7 | (*a*) & (*b*) | Nizam's Guaranteed State | 135 | 15 | 150 | 59 | 71·77 | Aichele, Mather and Platt's and Stone's systems. |
| 8 | (*a*) to (*k*) | North Western | 2,638 | 291 | 2,929 | ... | 100·00 | Stone's system. |
| 9 | (*a*) to (*c*) | Oudh and Rohilkhand | 788 | 119 | 907 | 127 | 87·72 | Stone's and Vickers-Hall systems. |
| 10 | (*a*) | South Indian | 286 | 74 | 360 | 22 | 94·24 | Stone's system. |
| | | 3′ 3½″ gauge. | | | | | | |
| 11 | ... | Assam-Bengal | 353 | 1 | 354 | 5 | 98·61 | Vickers-Hall system. |
| 12 | ... | Bengal and North-Western | ... | 1,229 | 1,229 | 114 | 91·51 | Stone's system. |
| 13 | ... | Bengal Doors | ... | 50 | 50 | 14 | 78·13 | Vickers-Hall system. |
| 14 | ... | Bhavnagar | ... | 22 | 22 | 85 | 20·56 | Vicarino-Crawford and Independent Storage Battery systems. |
| 2 | (*f*) to (*i*) | Bombay, Baroda and Central India | ... | 1,388 | 1,388 | 209 | 86·91 | Independent Storage Battery system. |
| 15 | ... | Burma | ... | 78 | 78 | 822 | 8·67 | Stone's, Vickers-Hall and Vicarino-Crawford systems. |
| 16 | ... | Dibru-Sadiya | ... | 17 | 17 | 57 | 22·97 | Vickers-Hall system. |
| 3 | (*b*) to (*d*) | Eastern Bengal | 765 | 48 | 813 | 131 | 86·12 | Vickers-Hall and Stone's systems. |
| 17 | ... | Gondal-Porbandar | ... | 14 | 14 | 70 | 16·66 | Vicarino-Crawford system. |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | 136 | 4 | 140 | 62 | 69·31 | Stone's and Vickers-Hall systems. |
| 18 | ... | Jamnagar | ... | ... | ... | 22 | ... | |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner | ... | 287 | 287 | 21 | 93·18 | Stone's system. |
| 20 | ... | Junagad | ... | 8 | 8 | 47 | 6·00 | Vicarino-Crawford system. |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta | 1,262 | †4 | 1,266 | 36 | 97·24 | Stone's system. |
| 21 | ... | Morvi | ... | ... | ... | 62 | ... | |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon | ... | 163 | 163 | 78 | 67·63 | Stone's system. |
| 10 | (*b*) to (*i*) | South Indian | ... | 753 | 753 | 675 | 52·70 | Stone's system. |
| 25 | ... | Udaipur-Chitorgarh | ... | ... | ... | 31 | ... | |
| | | 2′ 6″ gauge. | | | | | | |
| 27 | ... | Arrah-Sasaram Light | ... | 27 | 27 | ... | 100·00 | Mather and Platt's system. |
| 29 | ... | Barsaet-Basirhat Light | ... | 45 | 45 | ... | 100·00 | Mather and Platt's system. |
| 30 | ... | Barsi Light | ... | 49 | 49 | ... | 100·00 | Stone's and Leitner-Lucas systems. |
| 1 | (*b*) to (*h*) | Bengal-Nagpur | 227 | ... | 227 | 57 | 79·93 | |
| 31 | ... | Bowringpet-Kolar | ... | ... | ... | 4 | ... | |
| 32 | ... | Bukhtiarpore-Bihar Light | ... | ... | ... | 19 | ... | |
| 35 | ... | Champaner-Shivrajpur Light | ... | ... | ... | 4 | ... | |
| 36 | ... | Cutch | ... | ... | ... | 9 | ... | |
| 37 | ... | Dehri-Rohtas Light | ... | ... | ... | 5 | ... | |
| 38 | ... | Dholpur-Bari | ... | 9 | 9 | ... | 100·00 | Independent Storage Battery system. |
| 3 | (*b*) | Eastern Bengal | ... | ... | ... | 56 | ... | |
| 2 | (*m*) to (*o*) | Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla. | ... | 3 | 3 | 63 | 4·55 | Stone's system. |
| 40 | ... | Godhra-Lunavada | ... | ... | ... | 6 | ... | |
| 41 | ... | Jessore-Jhenidah Light | 15 | ... | 15 | ... | 100·00 | |
| 8 | (*l*) | Kalka-Simla | ... | 112 | 112 | ... | 100·00 | Independent Storage Battery system. |
| 8 | (*m*) & (*n*) | Kohat-Thal and Nowshera-Durgai | ... | 46 | 46 | 28 | 62·16 | Independent Storage Battery system. |
| 42 | ... | Madaya Light | ... | ... | ... | ... | ... | |
| 10 | (*j*) & (*k*) | Morappur-Dharmapuri and Tirupattur-Krishnagiri. | 21 | ... | 21 | 14 | 60·00 | |
| 21 | ... | Morvi | ... | ... | ... | 51 | ... | |
| 5 | (*g*) | Murtajapur-Ellichpur | 6 | ... | 6 | ... | 100·00 | |
| 43 | ... | Nadiad-Kapadvanj | ... | ... | ... | 7 | ... | |
| 24 | (*c*) | Powayan Light | ... | ... | ... | 18 | ... | |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light | ... | 43 | 43 | ... | 100·00 | Mather and Platt's system. |
| 45 | ... | Tarkessur-Magra Light | ... | ... | ... | 26 | ... | |
| 46 | ... | Tezpore-Balipara Light | ... | ... | ... | 13 | ... | |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu) | ... | 31 | 31 | ... | 100·00 | Independent Storage Battery system. |
| | | 2′ 0″ gauge. | | | | | | |
| 47 | (*a*) | Darjeeling-Himalayan | ... | 37 | 37 | 66 | 35·92 | Oil motor-driven direct-coupled-60-volt generating set in separate van. |
| 48 | ... | Gwalior Light | ... | ... | ... | 83 | ... | |
| 49 | ... | Howrah-Amta Light | ... | ... | ... | 98 | ... | |
| 50 | ... | Howrah-Sheakhala Light | ... | ... | ... | 24 | ... | |
| 51 | ... | Jagadhri Light | ... | ... | ... | 4 | ... | |
| 52 | ... | Jorhat (Provincial) | ... | ... | ... | 24 | ... | |
| 5 | (*h*) | Matheran Light | ... | ... | ... | 35 | ... | |
| 19 | (*f*) | Pipar Road-Bhavi Light | ... | ... | ... | 6 | ... | |
| | | Total | 13,313 | 5,587 | 18,900 | 4,170 | 81·92 | |

* Eleven of these are also fitted for gas.
† Also fitted for gas.

# APPENDIX 20.

*Trains provided with means of communication throughout between passengers and railway servants on the 31st March 1914.*

| Classification No. of Railway. (Detailed in "Index" to Appendix 1). | | Railway System. | Particulars. | Mail. | Passenger. | Mixed. | Total. | Remarks. |
|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| | | 5' 6" GAUGE. | | | | | | |
| 1 | (a) | Bengal-Nagpur | Total number of trains run ... ... | 4 | 79 | 26 | 109 | English chain system.* |
| | | | Total number of trains fitted with communication. | 4 | 79 | ... | 83 | |
| 2 | (a) to (e) | Bombay, Baroda and Central India. | Total number of trains run ... ... | 4 | 168 | 24 | 196 | English chain system.* |
| | | | Total number of trains fitted with communication. | 4 | 168 | 24 | 196 | |
| 3 | (a) | Eastern Bengal | Total number of trains run... ... ... | 12 | 129 | 28 | 169 | English chain system.* |
| | | | Total number of trains fitted with communication. | 12 | 129 | ... | 141 | |
| 4 | (a) to (d) | East Indian ... | Total number of trains run ... ... | 6 | 143 | 125 | 274 | English chain* and Bamber's† systems. |
| | | | Total number of trains fitted with communication. | 6 | 50 | ... | 56 | |
| 5 | (a) to (f) | Great Indian Peninsula. | Total number of trains run ... ... | 18 | 130 | 109 | 257 | English chain system.* |
| | | | Total number of trains fitted with communication. | 18 | 130 | 109 | 257 | |
| 6 | (a) & (b) | Madras and Southern Mahratta. | Total number of trains run ... ... | 8 | 111 | 28 | 147 | English chain system.* |
| | | | Total number of trains fitted with communication. | 8 | 111 | ... | 119 | |
| 7 | (a) & (b) | Nizam's Guaranteed State. | Total number of trains run ... ... | 2 | 4 | 2 | 8 | English chain system.* |
| | | | Total number of trains fitted with communication. | 2 | 4 | 2 | 8 | |
| 8 | (a) to (k) | North Western | Total number of trains run ... ... | 10 | 132 | 102 | 244 | English chain system.* |
| | | | Total number of trains fitted with communication. | 10 | 132 | ... | 142 | |
| 9 | (a) to (c) | Oudh and Rohilkhand. | Total number of trains run ... ... | 2 | 11 | 103 | 116 | English chain system.* |
| | | | Total number of trains fitted with communication. | 2 | 11 | 75 | 88 | |
| 10 | (a) | South Indian ... | Total number of trains run ... ... | 4 | 24 | 40 | 68 | English chain system.* |
| | | | Total number of trains fitted with communication. | 4 | 24 | 40 | 68 | |
| | | 3' 3½" GAUGE. | | | | | | |
| 11 | ... | Assam-Bengal | Total number of trains run ... ... | ... | ... | 29 | 29 | English chain system.* |
| | | | Total number of trains fitted with communication. | ... | ... | 17 | 17 | |
| 12 | ... | Bengal and North-Western. | Total number of trains run... ... | ... | 14 | 194 | 208 | English chain system.* |
| | | | Total number of trains fitted with communication. | ... | 14 | ... | 14 | |
| 14 | ... | Bhavnagar ... | Total number of trains run ... ... | 2 | 2 | 19 | 30 | English chain system.* |
| | | | Total number of trains fitted with communication. | 2 | 4 | ... | 6 | |
| 2 | (f) to (l) | Bombay, Baroda and Central India. | Total number of trains run ... ... | 7 | 55 | 101 | 163 | English chain system.* |
| | | | Total number of trains fitted with communication. | 7 | 55 | 83 | 145 | |
| 15 | ... | Burma ... | Total number of trains run ... ... | 6 | 132 | 83 | 221 | English chain system.* |
| | | | Total number of trains fitted with communication. | 6 | 2 | 14 | 22 | |
| 3 | (b) to (d) | Eastern Bengal | Total number of trains run ... ... | 8 | 56 | 38 | 102 | English chain system.* |
| | | | Total number of trains fitted with communication. | 8 | 56 | ... | 64 | |
| 7 | (c) & (d) | Hingoli Branch and Hyderabad-Godavari Valley. | Total number of trains run ... ... | ... | 4 | 6 | 10 | English chain system.* |
| | | | Total number of trains fitted with communication. | ... | 4 | 6 | 10 | |
| 19 | (a) to (e) | Jodhpur-Bikaner. | Total number of trains run ... ... | 2 | 2 | 27 | 31 | Electric bell.‡ |
| | | | Total number of trains fitted with communication. | 2 | 2 | 27 | 31 | |
| 6 | (c) to (l) | Madras and Southern Mahratta. | Total number of trains run... ... ... | 8 | 12 | 94 | 114 | English chain system.* |
| | | | Total number of trains fitted with communication. | 4 | 6 | ... | 10 | |
| 24 | (a) & (b) | Rohilkund and Kumaon. | Total number of trains run... ... ... | ... | 4 | 32 | 36 | English chain system.* |
| | | | Total number of trains fitted with communication. | ... | 4 | ... | 4 | |
| 10 | (b) to (i) | South Indian ... | Total number of trains run ... ... | 10 | 85 | 158 | 253 | English chain system.* |
| | | | Total number of trains fitted with communication. | 6 | 79 | 124 | 209 | |
| | | 2' 6" GAUGE. | | | | | | |
| 1 | (b) to (h) | Bengal-Nagpur | Total number of trains run ... ... | ... | 6 | 34 | 40 | English chain system.* |
| | | | Total number of trains fitted with communication. | ... | 6 | 26 | 32 | |

* *English chain system.*—With indicating disc, in connection with automatic vacuum brake.
† *Bamber's system.*—With indicating whistle, in connection with automatic vacuum brake.
‡ *Electric bell.*—Simple electric communication. No connection with automatic vacuum brake.

# APPENDIX 21.

*Carriages provided with means of communication between passengers and railway servants on the 31st March 1914.*

| Classification No. of Railway. (Detailed in "Index" to Appendix 1). | | Railway system. | Particulars. | First class, including saloons, dining cars and reserved carriages. | Second class. | Intermediate class. | Third class. | All other carriages, including composites, but excluding those (such as carriage trucks, luggage vans, etc.), which do not require to be provided with means of communication. | Total. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| | | 5′ 6″ gauge. | | | | | | | | |
| 1 | (a) | Bengal-Nagpur | Total number of carriages ... | 68 | 27 | 45 | 572 | 202 | 914 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 68 | 27 | 45 | 573 | 202 | 914 | |
| 2 | (a) to (e) | Bombay, Baroda and Central India. | Total number of carriages ... | 48 | 35 | ... | 493 | 156 | 732 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 48 | 35 | ... | 472 | 154 | 709 | |
| 3 | (a) | Eastern Bengal | Total number of carriages ... | 37 | 14 | 47 | 334 | 225 | 657 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 37 | 14 | 47 | 334 | 225 | 657 | |
| 4 | (a) to (d) | East Indian ... | Total number of carriages ... | 160 | 79 | 101 | 966 | 642 | 1,948 | English chain system.* [136 carriages fitted with Bamber's system.†] |
| | | | Total number of carriages fitted with communication. | 154 | 76 | 101 | 417 | 594 | 1,342 | |
| 5 | (a) to (f) | Great Indian Peninsula. | Total number of carriages ... | 133 | 139 | 3 | 939 | 686 | 1,900 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 133 | 139 | 3 | 892 | 686 | 1,853 | |
| 6 | (a) & (b) | Madras and Southern Mahratta. | Total number of carriages ... | 47 | 35 | 4 | 364 | 247 | 697 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 47 | 35 | 4 | 364 | 246 | 696 | |
| 7 | (a) & (b) | Nizam's Guaranteed State. | Total number of carriages ... | 32 | 10 | ... | 72 | 56 | 170 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 32 | 10 | ... | 72 | 56 | 170 | |
| 8 | (a) to (k) | North Western | Total number of carriages ... | 170 | 57 | 126 | 1,170 | 1,072 | 2,595 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 170 | 57 | 126 | 1,170 | 1,072 | 2,595 | |
| 9 | (a) to (c) | Oudh and Rohilkhand. | Total number of carriages ... | 79 | 30 | 34 | 365 | 230 | 738 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 77 | 30 | 34 | 365 | 230 | 736 | |
| 10 | (a) | South Indian ... | Total number of carriages ... | 12 | 26 | ... | 168 | 85 | 306 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 12 | 26 | ... | 168 | 85 | 306 | |

* *English chain system.*—With indicating disc, in connection with automatic vacuum brake.
† *Bamber's system.*—With indicating whistle, in connection with automatic vacuum brake.

# APPENDIX 21—*concld.*

## *Carriages provided with means of communication between passengers and railway servants on the 31st March 1914.*

| Classification No. of Railway. (Detailed in "Index" to Appendix 1). | | Railway system. | Particulars. | First class, including saloons, dining cars and reserved carriages. | Second class. | Intermediate class. | Third class. | All other carriages, including composites, but excluding those (such as carriage trucks, luggage vans, etc.), which do not require to be provided with means of communication. | Total. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| | | 5′ 3½″ Gauge. | | | | | | | | |
| 11 | ... | Assam-Bengal ... | Total number of carriages ... | 36 | ... | ... | 113 | 106 | 255 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 36 | ... | ... | 113 | 106 | 255 | |
| 12 | ... | Bengal and North-Western. | Total number of carriages ... | 66 | 34 | 32 | 783 | 187 | 1,102 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 62 | 26 | 32 | 560 | 133 | 813 | |
| 13 | ... | Bengal Dooars ... | Total number of carriages ... | 9 | 1 | ... | 22 | 16 | 48 | Simple cord.† |
| | | | Total number of carriages fitted with communication. | 1 | ... | ... | ... | 5 | 6 | |
| 14 | ... | Bhavnagar ... | Total number of carriages ... | 9 | 5 | ... | 62 | 31 | 107 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 5 | 4 | ... | 24 | 15 | 48 | |
| 2 | (*f*) to (*l*) | Bombay, Baroda and Central India | Total number of carriages ... | 98 | 35 | 30 | 935 | 279 | 1,377 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 98 | 35 | 30 | 883 | 276 | 1,322 | |
| 15 | ... | Burma ... | Total number of carriages ... | 60 | 28 | ... | 480 | 233 | 801 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 30 | ... | ... | 252 | 144 | 426 | |
| 3 | (*b*) to (*d*) | Eastern Bengal | Total number of carriages ... | 60 | 16 | 51 | 363 | 188 | 678 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 60 | 16 | 51 | 361 | 188 | 676 | |
| 17 | ... | Gondal-Porbandar | Total number of carriages ... | 8 | 4 | ... | 42 | 30 | 84 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 7 | 3 | ... | 9 | 19 | 38 | |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | Total number of carriages ... | 20 | 10 | ... | 69 | 63 | 162 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 20 | 10 | ... | 69 | 63 | 162 | |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner | Total number of carriages ... | 24 | 9 | 17 | 123 | 135 | 308 | Electric bell‡. |
| | | | Total number of carriages fitted with communication. | 24 | 9 | 17 | 123 | 135 | 308 | |
| 20 | ... | Junagad ... | Total number of carriages ... | 8 | 1 | ... | 23 | 13 | 45 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 4 | 1 | ... | 11 | 9 | 25 | |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta. | Total number of carriages ... | 71 | 31 | ... | 630 | 508 | 1,240 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 58 | 17 | ... | 254 | 261 | 590 | |
| 21 | ... | Morvi ... | Total number of carriages ... | 4 | 1 | ... | 35 | 22 | 62 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 3 | ... | ... | 16 | 6 | 25 | |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon. | Total number of carriages ... | 17 | 5 | 3 | 120 | 96 | 241 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 17 | 5 | ... | 53 | 58 | 133 | |
| 10 | (*b*) to (*i*) | South Indian ... | Total number of carriages ... | 67 | 33 | ... | 908 | 315 | 1,323 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 40 | 9 | ... | 529 | 162 | 740 | |
| | | 2′ 6″ Gauge. | | | | | | | | |
| 1 | (*b*) to (*h*) | Bengal-Nagpur | Total number of carriages ... | 12 | 3 | 3 | 142 | 86 | 246 | English chain system.* |
| | | | Total number of carriages fitted with communication. | 9 | 3 | 3 | 113 | 79 | 207 | |

* *English chain system.*—With indicating disc, in connection with automatic vacuum brake.
† *Simple cord.*—No connection with automatic vacuum brake.
‡ *Electric bell.*—Simple electric communication. No connection with automatic vacuum brake.

# APPENDIX 22.

*Railways on which points and signals were interlocked on the 31st March 1914.*

| Classification number of railway (detailed in "Index" to Appendix 1). | | Railway system. | Stations at which points and signals were interlocked. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | Total number of stations on railway including flag stations, and block huts outside station limits. | Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking. | Name of system of interlocking. | Total number of levers in use in each system of interlocking excluding spare levers. | Total number of spare levers of each system of interlocking. | Total initial cost of each system of interlocking excluding repairs. | Cost per working lever. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | 5' 6" Gauge. | | | | | | Rs. | Rs. |
| 1 | (a) | Bengal-Nagpur | 291 | 26 | Cabin interlocking | 561 | 102 | 5,86,770 | 1,046 |
| | | | | 41 | Indirect key interlocking. | 612 | 122 | 4,03,876 | 660 |
| | | | | 99 | List and Morse's | 624 | ... | 5,40,000 | 865 |
| 2 | (a) to (e) | Bombay, Baroda and Central India. | 269 | 70 | Cabin interlocking | 1,699 | 250 | 15,59,200 | 800 |
| | | | | 62 | Dutton's | 776 | ... | 4,65,600 | 600 |
| | | | | 4 | Grouped levers | 64 | 6 | 4,5[illegible]0 | 664 |
| | | | | 1 | Sydney Jones' | 8 | 2 | 5,500 | 687 |
| 3 | (a) | Eastern Bengal | 156 | 43 | Cabin interlocking | 1,246 | 218 | 9,03,850 | 725 |
| | | | | 21 | Dutton's | 3[illegible]2 | 42 | 1,10,200 | 364 |
| | | | | 1 | Grouped levers | 20 | ... | 14,000 | 700 |
| | | | | 3 | List and Morse's | 37 | ... | 16,872 | 456 |
| | ... | East Indian | 514 | 106 | Cabin interlocking | 3,217 | 399 | 16,08,500 | 500 |
| | | | | 238 | Dutton's | [illegible],117 | ... | 8,88,[illegible]15 | 285 |
| | | | | 34 | Grouped levers | 195 | 17 | 39,000 | 200 |
| 5 | (a) to (f) | Great Indian Peninsula | 526 | 256 | Cabin interlocking | 6,468 | 1,336 | 40,97,751 | 633 |
| | | | | 13 | List and Morse's | 180 | 26 | 47,560 | 366 |
| 6 | (a) & (b) | Madras and Southern Mahratta. | 198 | 18 | Cabin interlocking | 332 | 51 | 2,71,800 | 817 |
| | | | | 1 | Dutton's | 8 | 2 | 5,233 | 654 |
| | | | | 1 | Experimental | 8 | 4 | 9,586 | 1,198 |
| | | | | 21 | Key interlocking | 133 | 1 | 39,384 | 296 |
| | | | | 37 | List and Morse's | 296 | ... | 1,82,517 | 617 |
| 7 | (a) & (b) | Nizam's Guaranteed State | 46 | 1 | Cabin interlocking | 66 | 2 | 42,295 | 641 |
| | | | | 1 | Dutton's | 8 | ... | 3,517 | 439 |
| | | | | 3 | Experimental | 36 | ... | 29,376 | 816 |
| | | | | 1 | Grouped levers | 3 | ... | 4,553 | 1,518 |
| | | | | 2 | Intermediate sidings controlled by token instrument | 4 | ... | 2,600 | 650 |
| | | | | 33 | Bhoe Asal | 33 | ... | 20,493 | 621 |
| 8 | (a) to (k) | North Western | 757 | 149 | Cabin interlocking | 5,026 | 976 | 30,15,600 | 600 |
| | | | | 8 | Experimental | 108 | 16 | 51,000 | 472 |
| | | | | 56 | Grouped levers | 139 | 29 | 55,600 | 400 |
| | | | | 309 | List and Morse's | 3,112 | ... | 11,45,150 | 368 |
| 9 | (a) to (c) | Oudh and Rohilkhand | 305 | 26 | Cabin interlocking | 1,366 | 290 | 6,96,726 | 510 |
| | | | | 3 | Grouped levers | 88 | 12 | 35,904 | 468 |
| | | | | 181 | List and Morse's | 1,975 | 7 | 6,64,151 | 336 |
| | | | | 1 | Wrench's | 2 | ... | 2,000 | 1,000 |
| 10 | (a) | South Indian | 85 | 1 | Cabin interlocking | 13 | 8 | 5,800 | 446 |
| | | | | 3 | Grouped levers | 11 | ... | 1,500 | 164 |
| | | | | 35 | Winter's | 296 | 101 | 1,49,800 | 506 |
| | | 3' 3½" Gauge. | | | | | | | |
| 11 | ... | Assam-Bengal | 143 | 4 | Dutton's | 48 | ... | 28,766 | 599 |
| 12 | ... | Bengal and North-Western. | 336 | 2 | Experimental | 16 | 6 | 7,524 | 470 |
| | | | | 9 | List and Morse's | 92 | ... | 55,057 | 598 |
| 13 | ... | Bengal Docars | 31 | ... | ... | ... | ... | ... | ... |
| 14 | ... | Bhavnagar | 32 | ... | ... | ... | ... | ... | ... |
| 2 | (f) to (l) | Bombay, Baroda and Central India. | 330 | 15 | Cabin interlocking | 530 | ... | 1,88,494 | 356 |
| | | | | 1 | Dutton's | 20 | ... | 9,570 | 479 |
| | | | | 36 | Sydney Jone's | 872 | 3 | 2,43,475 | 279 |
| | | | | 7 | Whitney's | 353 | ... | 1,36,330 | 386 |
| 15 | ... | Burma | 305 | 29 | Cabin interlocking | 876 | 157 | 6,79,222 | 775 |
| | | | | 12 | List and Morse's | 96 | ... | 81,000 | 844 |
| | | | | 32 | Simplex | 246 | ... | 3,87,500 | 1,575 |
| | | Carried over | 4,258 | 2,160 | ... | 35,283 | 4,185 | 1,95,83,847 | ... |

# APPENDIX 22—*concld.*

## *Railways on which points and signals were interlocked on the 31st March 1914.*

| Classification number of railway (Detailed in "Index" to Appendix 1). | | Railway system. | Stations at which points and signals were interlocked. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | Total number of stations on railway including flag stations, and block huts outside station limits. | Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking. | Name of system of interlocking. | Total number of levers in use in each system of interlocking excluding spare levers. | Total number of spare levers of each system of interlocking. | Total initial cost of each system of interlocking excluding repairs. | Cost per working lever. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | Brought forward . | 4,258 | 2,160 | ... | 35,283 | 4,185 | Rs. 1,95,33,847 | Rs. ... |
| | | 3′ 3½″ Gauge—*concld.* | | | | | | | |
| 16 | ... | Dibru-Sadiya . . . | 37 | ... | ... | ... | ... | ... | ... |
| 3 | (b) to (d) | Eastern Bengal . . | 200 | 2 | Cabin interlocking | 157 | 43 | 1,72,666 | 1,099 |
| | | | | 17 | Dutton's . | 264 | 34 | 59,400 | 225 |
| | | | | 2 | Grouped levers . | 29 | ... | 22,000 | 758 |
| | | | | 19 | List and Morse's . | 228 | ... | 1,03,913 | 455 |
| 17 | ... | Jondal-Porbandar . | 29 | ... | ... | ... | ... | ... | ... |
| 7 | (c) & (d) | Hingoli Branch and Hyderabad-Godavari Valley. | 63 | 1 | Cabin interlocking | 49 | 6 | 36,546 | 746 |
| | | | | 40 | List and Morse's . | 81 | 3 | 1,92,720 | 2,453 |
| 18 | ... | Jamnagar . . . | 7 | ... | ... | ... | ... | ... | ... |
| 19 | (a) to (e) | Jodhpur-Bikaner . | 146 | ... | ... | ... | ... | ... | ... |
| 20 | ... | Junagad . . . . | 15 | ... | ... | ... | ... | ... | ... |
| 6 | (c) to (i) | Madras and Southern Mahratta. | 315 | 3 | Cabin interlocking | 63 | 10 | 32,500 | 516 |
| 21 | ... | Morvi . . . . | 13 | ... | ... | ... | ... | ... | ... |
| 24 | *(a) & (b) | Rohilkund and Kumaon. | 97 | ... | ... | ... | ... | ... | ... |
| 10 | (b) to (i) | South Indian . | 299 | 2 | Cabin interlocking | 59 | 10 | 61,550 | 1,043 |
| | | | | 6 | Dutton's . | 78 | ... | 40,550 | 555 |
| | | | | 2 | Experimental . | 16 | 4 | 11,700 | 731 |
| | | | | 17 | Grouped levers . | 26 | ... | 13,300 | 869 |
| | | | | 25 | List and Morse's . | 271 | 30 | 1,58,750 | 586 |
| | | | | 117 | Winter's . . | 885 | 325 | 4,27,600 | 483 |
| 25 | ... | Udaipur-Chitorgarh. . | 11 | ... | ... | ... | ... | ... | ... |
| | | 2′ 6″ Gauge. | | | | | | | |
| 27 | ... | Arrah-Sasaram Light . | 16 | ... | ... | ... | ... | ... | ... |
| 29 | ... | Baraset-Basirhat Light . | 26 | ... | ... | ... | ... | ... | ... |
| 30 | ... | Barsi Light . . . | 23 | ... | ... | ... | ... | ... | ... |
| 1 | (b) to (h) | Bengal-Nagpur . . | 108 | ... | ... | ... | ... | ... | ... |
| 31 | ... | Bowringpet-Kolar . | 3 | ... | ... | ... | ... | ... | ... |
| 32 | ... | Bukhtiarpore-Bihar Light | 13 | ... | ... | ... | ... | ... | ... |
| 35 | ... | Champaner-Shivrajpur Light. | 7 | ... | ... | ... | ... | ... | ... |
| 36 | ... | Cutch . . . . | 6 | ... | ... | ... | ... | ... | ... |
| 37 | ... | Dehri-Rohtas Light . | 6 | ... | ... | ... | ... | ... | ... |
| 38 | ... | Dholpur-Bari . . | 9 | 1 | Experimental . | 2 | ... | 1,986 | 993 |
| | | | | 3 | List and Morse's . | 3 | ... | 3,181 | 1,060 |
| 3 | (b) | Eastern Bengal . . | 12 | ... | ... | ... | ... | ... | ... |
| 2 | (m) to (o) | Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla | 57 | ... | ... | ... | ... | ... | ... |
| 40 | ... | Godhra-Lunavada . | 5 | ... | ... | ... | ... | ... | ... |
| 41 | ... | Jessore-Jhenidah Light . | 10 | ... | ... | ... | ... | ... | ... |
| 8 | (l) | Kalka-Simla . . . | 20 | ... | ... | ... | ... | ... | ... |
| 8 | (m) & (n) | Kohat-Thal and Nowshera-Durgai. | 22 | ... | ... | ... | ... | ... | ... |
| 42 | ... | Madaya Light . . | * | ... | ... | ... | ... | ... | ... |
| 10 | (f) & (k) | Morappur-Dharmapuri and Tirupattur-Krishnagiri. | 15 | ... | ... | ... | ... | ... | ... |
| 21 | ... | Morvi . . . . | 5 | ... | ... | ... | ... | ... | ... |
| 5 | (g) | Murtajapur-Ellichpur ... | 9 | ... | ... | ... | ... | ... | ... |
| 43 | ... | Nadiad-Kapadvanj . | 7 | ... | ... | ... | ... | ... | ... |
| 24 | (c) | Powayan Light . | 8 | ... | ... | ... | ... | ... | ... |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | 17 | ... | ... | ... | ... | ... | ... |
| 45 | ... | Tarkessur-Magra Light | 16 | ... | ... | ... | ... | ... | ... |
| 46 | ... | Tezpore-Balipara Light . | 7 | ... | ... | ... | ... | ... | ... |
| 8 | (o) | Trans-Indus (Kalabagh-Bannu). | 14 | ... | ... | ... | ... | ... | ... |
| | | 2′ 0″ Gauge. | | | | | | | |
| 47 | (a) | Darjeeling-Himalayan . | 11 | ... | ... | ... | ... | ... | ... |
| 48 | (g) | Gwalior Light . | 30 | ... | ... | ... | ... | ... | ... |
| 49 | ... | Howrah-Amta Light . | 35 | 1 | Cabin interlocking | 10 | ... | 1,799 | 180 |
| 50 | ... | Howrah-Shoakhala Light | 16 | ... | ... | ... | ... | ... | ... |
| 51 | ... | Jagadhri Light . . | 1 | ... | ... | ... | ... | ... | ... |
| 52 | ... | Jorhat (Provincial) . | 12 | ... | ... | ... | ... | ... | ... |
| 5 | (h) | Matheran Light . . | 2 | ... | ... | ... | ... | ... | ... |
| 19 | (f) | Pipar Road-Bhavi Light. | 4 | ... | ... | ... | ... | ... | ... |
| | | Total . | 6,032 | 2,418 | ... | 37,509 | 4,650 | 2,09,30,008 | ... |

* Information not available.

# APPENDIX 23.

*Railways on which block instruments were used for train signalling on the 31st March 1914.*

| Classification number of railway (Detailed in "Index" to Appendix 1). | | Railway system. | Block sections on which block instruments were used for train signalling. | | | | Remarks. |
|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | Total number of block sections on railway. | Name of system of block working. | Total initial cost of each system of block working excluding repairs. | Cost per section. | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | | 5' 6" Gauge. | | | Rs. | Rs. | |
| 1 | (a) | Bengal-Nagpur... | 194 | Neale's, single line | 2,94,104 | 1,516 | |
| | | | 7 | Theobald's Train Key, single line. | 6,125 | 875 | |
| | | | 1 | Webb and Thompson's, single line. | 1,000 | 1,000 | |
| 2 | (a) to (e) | Bombay, Baroda and Central India. | 1 | Preece's double line | 440 | 440 | |
| | | | 23 | Sykes' (L. & B.) | 49,450 | 2,150 | |
| | | | 91 | Tyer's Tablet, single line. | 1,34,680 | 1,480 | |
| | | | 45 | Tyer's three position, double line. | 41,850 | 930 | |
| 3 | (a) | Eastern Bengal... | 103 | Neale's, single line | 1,83,608 | 1,782 | |
| | | | 26 | Pryce and Ferreira's (L. & B.) | 62,462 | 2,402 | |
| | | | 25 | Pryce and Ferreira's, double line. | 35,835 | 1,433 | |
| 4 | ... | East Indian ... | 118 | East Indian railway's, double line. | 98,648 | 836 | |
| | | | 19 | East Indian railway's (L. & B.) | 22,724 | 1,196 | |
| | | | 88 | East Indian railway's, single line. | 74,712 | 849 | |
| | | | 131 | Neale's, single line | 1,53,925 | 1,175 | |
| | | | 61 | Pryce and Ferreira's (L. & B.) | 90,585 | 1,485 | |
| | | | 97 | Train wire, single line. No token. | 12,610 | 130 | |
| | | | 15 | Tyer's Tablet, single line. | 21,375 | 1,425 | |
| 5 | (a) to (f) | Great Indian Peninsula. | 207 | Neale's, single line | 2,27,700 | 1,100 | |
| | | | 154 | Preece's, double line | 84,700 | 550 | |
| | | | 61 | Preece's, single line | 33,550 | 550 | |
| | | | 71 | Train wire, single line. No token. | 21,300 | 300 | |
| | | | 41 | Tyer's three position, double line. | 34,850 | 850 | |
| 6 | (a) & (b) | Madras and Southern Mahratta. | 150 | Theobald's Train Key, single line. | 69,167 | 461 | |
| | | | 20 | Winter's, double line | 7,200 | 360 | |
| 7 | (a) & (b) | Nizam's Guaranteed State. | 18 | Webb and Thompson's, single line. | 27,000 | 1,500 | |
| 8 | (a) to (k) | North Western ... | 31 | Tyer's two position (L. & B.) | 1,00,750 | 3,250 | |
| 9 | (a) to (c) | Oudh and Rohilkhand. | 14 | Neale's, single line | 25,221 | 1,659 | |
| 10 | (a) | South Indian ... | 71 | Theobald's Train Key, single line. | 81,650 | 1,150 | |
| | | 3' 3¾" Gauge. | | | | | |
| 11 | ... | Assam-Bengal ... | 5 | Neale's, single line | 5,747 | 1,150 | |
| 12 | ... | Bengal and North-Western. | 3 | Neale's, single line | 4,480 | 1,493 | |
| | | | 9 | Tyer's Tablet, single line | 13,967 | 1,552 | |
| 13 | ... | Bengal Dooars ... | ... | ... | ... | ... | |
| 14 | ... | Bhavnagar ... | 2 | Theobald's Train Key, single line. | 1,207 | 603 | |
| 2 | (f) to (l) | Bombay, Baroda and Central India. | 215 | Tyer's Tablet, single line | 3,18,200 | 1,480 | |
| | | | 1 | Tyer's three position, double line. | 930 | 930 | |
| 15 | ... | Burma ... | 88 | Neale's, single line | 1,06,612 | 1,211 | |
| | | | 10 | Sykes' (L. & B.) | 30,330 | 3,033 | |
| | | | 5 | Theobald's Train Key, single line. | 5,000 | 1,000 | |
| | | | 150 | Train wire, single line. No token. | 30,000 | 200 | |
| | | | 1 | Tyer's Tablet, single line | 1,600 | 1,600 | |
| | | Carried over ... | 2,372 | ... | 25,13,294 | ... | |

# APPENDIX 23—*concld.*

*Railways on which block instruments were used for train signalling on the 31st March 1914.*

| Classification number of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Block sections on which block instruments were used for train signalling. | | | | Remarks. |
|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | Total number of block sections on railway. | Name of system of block working. | Total initial cost of each system of block working exclusive of repairs. | Cost per section. | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | | | | | Rs. | Rs. | |
| | | Brought forward ... | 2,872 | ... | 25,13,294 | ... | |
| | | 3' 3½" Gauge—*concld.* | | | | | |
| 16 | ... | Dibru-Sadiya . . . | ... | ... | ... | ... | |
| 3 | (*b*) *to* (*d*) | Eastern Bengal . . | 64 | Neale's, single line | 1,18,078 | 1,767 | |
| | | | 21 | Tyer's Tablet, single line | 59,702 | 2,795 | |
| 17 | ... | Gondal-Porbandar . . | ... | ... | ... | ... | |
| 7 | (*c*) & (*d*) | Hingoli Branch and Hyderabad-Godavari Valley. | 13 | Webb and Thompson's, single line. | 19,500 | 1,500 | |
| 18 | ... | Jamnagar . . . . | ... | ... | ... | ... | |
| 19 | (*a*) to (*e*) | Jodhpur-Bikaner . . | ... | ... | ... | ... | |
| 20 | ... | Junagad . . . . | ... | ... | ... | ... | |
| | | | 121 | Roberts', single line . . . | 66,308 | 548 | |
| | | | 2 | Theobald's Train Key, single line. | 922 | 461 | |
| 6 | (*c*) to (*l*) | Madras and Southern Mahratta. | 152 | Train wire, single line. No token. | 40,457 | 266 | |
| | | | 20 | Winter's single line. No token. | 9,200 | 460 | |
| 21 | ... | Morvi . . . . . | ... | ... | ... | ... | |
| 24 | (*a*) & (*b*) | Rohilkund and Kumaon | ... | ... | ... | ... | |
| 10 | (*b*) to (*i*) | South Indian . . | 147 | Theobald's Train Key, single line. | 1,69,050 | 1,150 | |
| | | | 98 | Train wire, single line. No token. | 14,400 | 150 | |
| 25 | ... | Udaipur-Chitorgarh . | ... | ... | ... | ... | |
| | | 2' 6" Gauge. | | | | | |
| 27 | ... | Arrah-Sasaram Light . | ... | ... | ... | ... | |
| 29 | ... | Baraset-Basirhat Light . | ... | ... | ... | ... | |
| 30 | ... | Barsi Light . . . . | ... | ... | ... | ... | |
| 1 | (*b*) to (*h*) | Bengal-Nagpur . . | ... | ... | ... | ... | |
| 31 | ... | Bowringpet Kolar . | ... | ... | ... | ... | |
| 32 | ... | Bukhtiarpore-Bihar Light | ... | ... | ... | ... | |
| 35 | ... | Champaner-Shivrajpur Light. | ... | ... | ... | ... | |
| 36 | ... | Cutch . . . . . | ... | ... | ... | ... | |
| 37 | ... | Dehri-Rohtas Light. . | ... | ... | ... | ... | |
| 38 | ... | Dholpur-Bari . . | 4 | Through wire, single line. No token. | 400 | 100 | |
| 3 | (*b*) | Eastern Bengal . . | ... | ... | ... | ... | |
| 2 | (*m*) to (*o*) | Gaekwar's Dabhoi, Kosamba-Zankhvav and Rajpipla. | ... | ... | ... | ... | |
| 40 | ... | Godhra-Lunavada . . | ... | ... | ... | ... | |
| 41 | ... | Jessore-Jhenidah Light | ... | ... | ... | ... | |
| 8 | (*i*) | Kalka-Simla . . . | ... | ... | ... | ... | |
| 8 | (*m*) &(*n*) | Kohat-Thal and Nowshera-Durgai. | ... | ... | ... | ... | |
| 42 | ... | Madaya Light . . | ... | ... | ... | ... | |
| 10 | (*j*) & (*k*) | Morappur-Dharmapuri and Tirupattur-Krishnagiri. | 13 | Train wire, single line. No token. | 1,950 | 150 | |
| 21 | ... | Morvi . . . . . | ... | ... | | | |
| 5 | (*g*) | Murtajapur-Ellichpur . | 8 | Train wire, single line. No token. | 2,400 | 300 | |
| 43 | ... | Nadiad-Kapadvanj. | | | | | |
| 24 | (*c*) | Powayan Light . . | ... | ... | ... | ... | |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light. | ... | ... | ... | ... | |
| 45 | ... | Tarkessur-Magra Light . | ... | ... | ... | ... | |
| 46 | ... | Tezpore-Balipara Light . | ... | ... | ... | ... | |
| 8 | (*o*) | Trans-Indus (Kalabagh-Bannu.) | ... | ... | ... | ... | |
| | | 2' 0" Gauge. | | | | | |
| 47 | (*a*) | Darjeeling-Himalayan . | ... | ... | ... | ... | |
| 48 | ... | Gwalior Light . . . | ... | ... | ... | ... | |
| 49 | ... | Howrah-Amta Light . | ... | ... | ... | ... | |
| 50 | ... | Howrah Shoakhala Light | ... | ... | ... | ... | |
| 51 | ... | Jagadhri Light . . | ... | ... | ... | ... | |
| 52 | ... | Jorhat (Provincial). . | ... | ... | ... | ... | |
| 5 | (*h*) | Matheran Light . . | ... | ... | ... | ... | |
| 19 | (*f*) | Pipar Road-Bhavi Light. | ... | ... | ... | ... | |
| | | Total . | 3,033 | ... | 30,09,661 | ... | |

# APPENDIX 24.

*Train accidents and casualties on railways treated as one system during the Financial year 1913-14.*

| Description. | Accidents reported to Local Governments under section 88 of the Indian Railways Act, IX of 1890, *i.e.*, serious accidents. | Other accidents. | Total number of accidents. | Number of passengers and others. (*Figures in italics represent persons who were not passengers.*) | | Number of railway servants. | | Total of all classes. | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 1. Collisions between passenger trains or parts of passenger trains. | 5 | 5 | 10 | ... | 13 | ... | 3 | ... | 16 |
| 2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line . . | 25 | 35 | 60 | 32 | 36<br>*1* | 4 | 18 | 36 | 55 |
| 3. Collisions between goods trains or parts of goods trains. | 15 | 91 | 106 | 2 | 1<br>*1* | 3 | 19 | 5 | 21 |
| 4. Collisions between light engines . . | 1 | 36 | 37 | ... | ... | ... | 5 | ... | 5 |
| 5. Passenger trains or parts of passenger trains leaving the rails . . | 81 | 265 | 346 | 1 | 2<br>*1* | 3 | 2 | 4 | 5 |
| 6. Goods trains or parts of goods trains, engines, etc., leaving the rails . . | 18 | 900 | 918 | 1 | 1 | 3 | 17 | 4 | 18 |
| 7. Trains or engines travelling in the wrong direction through points. | 15 | 124 | 139 | ... | 12<br>*1* | 4 | 12 | 4 | 25 |
| 8. Trains running into stations or sidings at too high a speed . | 3 | 30 | 33 | ... | ... | ... | 4 | ... | 4 |
| 9. Trains running over cattle on the line . . | 9 | 7,457 | 7,466 | *1* | ... | ... | 2 | 1 | 2 |
| 10. Trains running over obstructions on the line . . | 36 | 213 | 249 | *13* | *19* | 4 | 4 | 16 | 22 |
| 11. Trains running through gates at level-crossings . | 4 | 25 | 29 | *6* | 2 | ... | ... | 6 | 2 |
| 12. The bursting of boilers of engines . . | ... | 1 | 1 | ... | ... | ... | ... | ... | ... |
| 12 (a). The bursting of tubes, etc., of engines. | 1 | 278 | 279 | ... | ... | 1 | ... | 1 | ... |
| Carried over ... | 213 | 9,460 | 9,673 | 34<br>*21* | 65<br>*24* | 22 | 86 | 77 | 175 |

# APPENDIX 24—*concld.*

*Train accidents and casualties on railways treated as one system during the Financial year 1913-14.*

| DESCRIPTION. | Accidents reported to Local Governments under section 88 of the Indian Railways Act, IX of 1890, i.e., serious accidents. | Other accidents. | Total number of accidents. | NUMBER OF PASSENGERS AND OTHERS. (*Figures in italics represent persons who were not passengers.*) | | NUMBER OF RAILWAY SERVANTS. | | TOTAL OF ALL CLASSES. | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Brought forward | 213 | 9,460 | 9,673 | 34<br>*21* | 65<br>*24* | 22 | 86 | 77 | 175 |
| 13. The failure of machinery, springs, etc., of engines | 1 | 937 | 938 | ... | ... | ... | ... | ... | ... |
| 14. The failure of tyres | ... | 6 | 6 | ... | ... | ... | ... | ... | ... |
| 15. The failure of wheels | 5 | 6 | 11 | ... | ... | ... | ... | ... | ... |
| 16. The failure of axles | 5 | 61 | 66 | 1 | 1 | ... | 4 | 1 | 5 |
| 17. The failure of brake apparatus | 3 | 15 | 18 | ... | ... | ... | ... | ... | ... |
| 18. The failure of couplings | 5 | 598 | 603 | 2 | 2 | ... | 3 | 2 | 5 |
| 19. The failure of tunnels, bridges, viaducts, culverts, etc. | ... | 8 | 8 | ... | ... | ... | ... | ... | ... |
| 20. Broken rails. | 1 | 245 | 246 | ... | ... | ... | ... | ... | ... |
| 21. The flooding of portions of permanent-way. | 32 | 127 | 159 | 19 | 20 | 5 | 2 | 24 | 2 |
| 22. Slips in cuttings or embankments | 2 | 53 | 55 | ... | ... | ... | 3 | ... | 3 |
| 23. Fire in trains. | 5 | 221 | 226 | 1 | 1<br>*2* | 5 | 1 | 6 | 4 |
| 24. Fire at stations, or involving injury to bridges or viaducts | 6 | 76 | 82 | 2 | *1* | ... | 10 | 2 | 11 |
| 25. Other accidents | 34 | 1,063 | 1,097 | 1 | 15<br>*6* | 4 | 24 | 5 | 45 |
| TOTAL | 312 | 12,876 | 13,188 | 58<br>*23* | 104<br>*33* | 36 | 133 | 117 | 70 |

*Number of servants of all races employed on each railway system (open lines only) and the*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Number of servants employed. | | | |
|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | Europeans. | Anglo-Indians. | Indians. | Total. |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1 | ... | Bengal-Nagpur | 684 | 815 | 38,526 | 39,975 |
| 2 | ... | Bombay, Baroda and Central India | 816 | 866 | 58,230 | 59,912 |
| 3 | ... | Eastern Bengal | 463 | 619 | 43,593 | 44,675 |
| 4 | ... | East Indian | 1,712 | 1,248 | 98,843 | 101,803 |
| 5 | ... | Great Indian Peninsula | 1,500 | 1,096 | 98,180 | 100,776 |
| 6 | ... | Madras and Southern Mahratta | 303 | 1,747 | 41,639 | 43,789 |
| 7 | ... | Nizam's Guaranteed State | 123 | 370 | 12,040 | 12,533 |
| 8 | ... | North Western | 1,342 | 815 | 92,972 | 95,129 |
| 9 | ... | Oudh and Rohilkhand | 296 | 326 | 26,674 | 27,296 |
| 10 | ... | South Indian | 236 | 1,308 | 25,337 | 26,881 |
| 11 | ... | Assam-Bengal | 85 | 241 | 8,804 | 9,130 |
| 12 | ... | Bengal and North-Western | 155 | 244 | 23,924 | 24,323 |
| 13 | ... | Bengal Dooars | 7 | 4 | 1,418 | 1,429 |
| 14 | ... | Bhavnagar | 4 | 12 | 2,160 | 2,176 |
| 15 | ... | Burma | 168 | 607 | 18,392 | 19,167 |
| 16 | ... | Dibru-Sadiya | 13 | ... | 1,500 | 1,513 |
| 17 | ... | Gondal-Porbandar | 3 | 17 | 1,377 | 1,397 |
| 18 | ... | Jamnagar | 1 | ... | 283 | 284 |
| 19 | ... | Jodhpur-Bikaner | 16 | 13 | 7,998 | 8,027 |
| 20 | ... | Junagad | 1 | 6 | 663 | 670 |
| 21 | ... | Morvi | ... | ... | 502 | 503 |
| 24 | ... | Rohilkund and Kumaon | 57 | 16 | 4,935 | 5,008 |
| 25 | ... | Udaipur-Chitorgarh | 2 | ... | 364 | 366 |
| 27 | ... | Arrah-Sasaram Light | 3 | ... | 340 | 343 |
| 29 | ... | Baraset-Basirhat Light | ... | 3 | 430 | 433 |
| 30 | ... | Barsi Light | 7 | 38 | 922 | 967 |
| 31 | ... | Bowringpet-Kolar | 1 | 1 | 96 | 98 |
| 32 | ... | Bukhtiarpore-Bihar Light | ... | 2 | 200 | 202 |
| 35 | ... | Champaner-Shivrajpur Light | 1 | ... | 146 | 147 |
| 36 | ... | Cutch | 1 | ... | 194 | 195 |
| 37 | ... | Dehri-Bohtas Light | 1 | ... | 195 | 196 |
| 38 | ... | Dholpur-Bari | 2 | ... | 157 | 159 |
| 40 | ... | Godhra-Lunavada | 1 | ... | 58 | 59 |
| 41 | ... | Jessore-Jhenidah Light | ... | ... | 145 | 145 |
| 42 | ... | Madaya Light | § | § | § | § |
| 43 | ... | Nadiad-Kapadvanj | 1 | ... | 184 | 185 |
| 44 | ... | Shahdara (Delhi)-Saharanpur Light | 4 | 1 | 628 | 633 |
| 45 | ... | Tarkessur-Magra Light | ... | 1 | 266 | 267 |
| 46 | ... | Tezpore-Balipara Light | 3 | 1 | 296 | 300 |
| 47 | ... | Darjeeling-Himalayan | 19 | 16 | 1,083 | 1,118 |
| 48 | ... | Gwalior Light | 2 | 1 | 275 | 278 |
| 49 | ... | Howrah-Amta Light | 4 | 3 | 761 | 768 |
| 50 | ... | Howrah-Sheakhala Light | ... | ... | 175 | 175 |
| 51 | ... | Jagadhri Light | ... | ... | 50 | 50 |
| 52 | ... | Jorhat (Provincial) | 1 | ... | 262 | 263 |
| | | Total | 7,988 | 10,437 | 615,269 | 633,694 |

## DIX 25.

*amounts deposited by them in the Provident Fund at the close of the financial year 1913-14.*

| Amount deposited in Provident Fund. | | | | | | Remarks. |
|---|---|---|---|---|---|---|
| Number of depositors. | | Amount at credit on the 31st March 1914. | | | | |
| Voluntary. | Compulsory. | Voluntary. | Compulsory. | Bonus given by the Railway. | Total to depositors' credit. | |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | Rs. | Rs. | Rs. | Rs. | |
| 963 | 6,579 | 3,98,462 | 29,05,428 | 27,10,528 | 60,14,418 | |
| 789 | 9,555 | 2,34,054 | 71,43,153 | 53,53,495 | 1,27,80,702 | |
| 204 | 8,233 | 80,466 | 29,34,277 | 25,34,576 | 55,49,319 | |
| 7,910 | 17,012 | * | * | * | 3,10,18,509 | * Amounts under voluntary and compulsory deposits and bonus given by the railway are not available. |
| 1 | 12,920 | 765 | 1,79,83,716 | † | 1,79,84,481 | |
| ... | 13,724 | ... | 50,40,948 | 33,94,955 | 84,35,903 | |
| ... | 2,307 | ... | 12,48,296 | 11,52,909 | 24,01,207 | |
| 769 | 14,074 | 2,36,096 | 69,43,110 | 64,20,764 | 1,35,99,970 | † The bonus given by the railway is included in the amount at the credit of voluntary and compulsory depositors. |
| 271 | 4,098 | 64,641 | 20,20,553 | 17,94,832 | 38,80,056 | |
| 125 | 6,374 | 74,690 | 29,29,184 | 26,33,051 | 56,36,925 | |
| 60 | 1,596 | 11,783 | 8,72,114 | 5,60,583 | 14,44,480 | |
| 10 | 2,871 | 1,04,730 | 15,33,165 | 15,13,266 | 32,11,161 | |
| 1 | 182 | 70 | 1,04,157 | 62,283 | 1,66,510 | |
| 106 | 318 | 20,325 | 1,40,385 | 1,20,110 | 2,80,820 | |
| ... | 3,733 | ... | 20,59,407 | 17,90,281 | 38,49,688 | |
| ... | ... | ... | ... | ... | ... | |
| 21 | 290 | 3,900 | 65,779 | 55,658 | 1,25,427 | |
| 22 | 66 | 2,839 | 14,225 | 12,718 | 29,782 | |
| 183 | 944 | 41,518 | 2,32,763 | 2,12,688 | 4,89,969 | |
| 40 | 151 | 4,975 | 27,426 | 22,494 | 54,895 | |
| ... | 113 | ... | 29,689 | 3,108 | 32,790 | |
| 5 | 667 | 2,465 | 3,39,706 | 3,31,701 | 6,73,872 | |
| ... | 43 | ... | 17,063 | 15,534 | 32,597 | |
| ... | 49 | ... | 3,773 | 2,695 | 6,468 | |
| ... | 76 | ... | 3,921 | 12,973 | 16,894 | |
| 1 | 244 | 419 | 22,821 | 17,264 | 40,504 | |
| ... | ... | ... | ... | ... | ... | |
| ... | 32 | ... | 3,079 | 5,419 | 8,498 | |
| ‡ | ... | ‡ | ... | ‡ | ‡ | |
| ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | |
| ‡ | ... | ‡ | ... | ‡ | ‡ | ‡ Included with the Nadiad-Kapadvanj railway. |
| ... | ... | ... | ... | ... | ... | |
| § | § | § | § | § | § | § Information not available. |
| 1 | ... | * | ... | * | ||24,469 | || Includes the Champaner-Shivrajpur and Godhra-Lunavada railways. |
| ... | 127 | ... | 28,048 | 27,234 | 55,282 | |
| ... | 86 | ... | 10,679 | 4,519 | 15,198 | |
| ... | ... | ... | ... | ... | ... | |
| ... | 295 | ... | 1,63,043 | 1,90,421 | 3,53,464 | |
| ... | 62 | ... | 1,536 | ... | 1,536 | |
| ... | 215 | ... | 30,691 | 33,667 | 64,358 | |
| ... | 24 | ... | 258 | 8,004 | 8,262 | |
| ... | ... | ... | ... | ... | ... | |
| 10 | 40 | 1,696 | 16,685 | 9,891 | 28,272 | |
| 11,341 | 106,269 | 12,86,981 | 5,49,29,103 | 3,10,07,621 | 10,82,06,686 | |

# APPENDIX 26.

*Number of men enrolled in Railway Volunteer Corps on the 31st March 1914.*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Corps. | Enrolled strength. | | | | | | Sergeant Instructors furnished by the Army. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Efficients. | | | Non-efficients. | Total number of volunteers of *all nationalities* in corps, including those on construction work. | Total number of European and Anglo-Indian employés on open lines of railway. | | |
| Main head. | Sub-head. | | Officers. | Non-Commissioned officers. | Volunteers. | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 1 | ... | **Bengal-Nagpur—** | | | | | | | | |
| | | *First and Second Battalions, Bengal-Nagpur Railway Volunteer Rifles* ... ... | 41 | 127 | 1,115 | 19 | 1,302 | 1,419 | 10 | |
| 2 | ... | **Bombay, Baroda and Central India—** | | | | | | | | |
| | | *First and Second Battalions, Bombay, Baroda and Central India Railway Volunteer Rifles*... | 58 | 181 | 1,151 | 12 | 1,402 | 1,682 | 16 | |
| 3 | ... | **Eastern Bengal—** | | | | | | | | |
| | | *Eastern Bengal Railway Volunteer Rifles* ... ... ... | 26 | 76 | 918 | 18 | 1,038 | 1,082 | 5 | |
| 4 | ... | **East Indian—** | | | | | | | | |
| | | *East Indian Railway Volunteer Rifles* ... ... ... | 72 | 215 | 2,231 | 50 | 2,568 | 2,960 | 17 | |
| 5 | ... | **Great Indian Peninsula—** | | | | | | | | |
| | | *First and Second Battalions, Great Indian Peninsula Railway Volunteer Rifles* .. ... | 52 | 219 | 1,579 | 51 | 1,901 | 2,596 | 13 | |
| 6 | ... | **Madras and Southern Mahratta—** | | | | | | | | |
| | | *First and Second Battalions, Madras and Southern Mahratta Railway Volunteer Rifles* ... | 48 | 166 | 1,751 | 11 | 1,976 | 2,050 | 17 | |
| 7 | ... | **Nizam's Guaranteed State—** | | | | | | | | |
| | | *Hyderabad Volunteer Rifles* ... | 10 | 28 | 223 | 5 | 266 | 493 | 2 | |
| 8 | ... | **North Western—** | | | | | | | | |
| | | *First and Second Battalions, North Western Railway Volunteer Rifles* ... ... ... | 47 | 132 | 1,441 | 6 | 1,626 | 2,157 | 10 | |
| 9 | ... | **Oudh and Rohilkhand—** | | | | | | | | |
| | | *Oudh and Rohilkhand Railway Volunteer Rifles* ... ... | 20 | 80 | 470 | 5 | 575 | 622 | 5 | |
| | | *United Provinces Horse, Oudh Squadron* ... ... | 2 | ... | ... | ... | 2 | | ... | |
| 10 | ... | **South Indian—** | | | | | | | | |
| | | *South Indian Railway Volunteer Rifles* ... ... ... | 30 | 94 | 1,186 | 18 | 1,328 | 1,544 | 9 | |
| 11 | ... | **Assam-Bengal—** | | | | | | | | |
| | | *Assam-Bengal Railway Volunteer Rifles* ... ... ... | 22 | 37 | 231 | 8 | 298 | 326 | 4 | |
| 12 | ... | **Bengal and North-Western—** | | | | | | | | |
| | | *Bengal and North-Western Railway Volunteer Rifles* ... | 19 | 46 | 267 | 13 | 345 | 399 | 4 | |
| | | *United Provinces Horse, Gorakhpur Squadron* ... ... | 3 | 5 | 32 | 2 | 42 | | 1 | |
| | | Carried over ... | 450 | 1,406 | 12,595 | 218 | 14,669 | 17,360 | 112 | |

# APPENDIX 26—*concld.*

## *Number of men enrolled in Railway Volunteer Corps on the 31st March 1914.*

| Classification No. of Railway (detailed in "Index" to Appendix 1). | | Corps. | Enrolled strength. | | | | | Total number of European and Anglo-Indian employés on open lines of railway. | Sergeant Instructors furnished by the Army. | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Efficients. | | | Non-efficients. | Total number of volunteers of *all nationalities* in corps, including those on construction work. | | | |
| Main head. | Sub-head. | | Officers. | Non-Commissioned officers. | Volunteers. | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| | | Brought forward ... | 450 | 1,406 | 12,595 | 218 | 14,669 | 17,360 | 112 | |
| 13 | ... | **Bengal Dooars—** | | | | | | | | |
| | | *Northern Bengal Mounted Rifles, C. and G. Squadron* ... | ... | ... | 4 | ... | 4 | 11 | ... | |
| 15 | ... | **Burma—** | | | | | | | | |
| | | *Burma Railways Volunteer Corps* | 44 | 73 | 620 | 11 | 748 | 775 | 10 | |
| 19 | ... | **Jodhpur-Bikaner—** | | | | | | | | |
| | | *Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles* ... ... | ... | 6 | 37 | 3 | 46 | 29 | ... | |
| 24 | ... | **Rohilkund and Kumaon—** | | | | | | | | |
| | | *Bengal and North-Western Railway Volunteer Rifles* ... ... | 4 | 9 | 54 | ... | 67 | 73 | ... | |
| 25 | ... | **Udaipur-Chitorgarh—** | | | | | | | | |
| | | *Second Battalion, Bombay, Baroda and Central India Railway Volunteer Rifles* ... | ... | 1 | ... | ... | 1 | 2 | .. | |
| 30 | ... | **Barsi-Light—** | | | | | | | | |
| | | *Poona Volunteer Corps* ... | 1 | 1 | 36 | ... | 38 | 45 | ... | |
| 35 | ... | **Champaner-Shivrajpur Light—** | | | | | | | | |
| | | *Great Indian Peninsula Railway Volunteer Rifles* ... ... | 1 | ... | ... | ... | 1 | 1 | ... | |
| 40 & 43 | ... | **Godhra-Lunavada and Nadiad-Kapadvanj—** | | | | | | | | |
| | | *Great Indian Peninsula Railway Volunteer Rifles* ... ... | 1 | ... | ... | ... | 1 | 2 | ... | |
| 44 | ... | **Shahdara (Delhi)-Saharanpur Light—** | | | | | | | | |
| | | *North Western Railway Volunteer Rifles* ... ... ... | ... | ... | 2 | ... | 2 | 5 | ... | |
| 45 | ... | **Tarkessur-Magra Light—** | | | | | | | | |
| | | *East Indian Railway Volunteer Rifles* ... ... ... | ... | ... | 1 | ... | 1 | 1 | ... | |
| 47 | ... | **Darjeeling-Himalayan—** | | | | | | | | |
| | | *Northern Bengal Mounted Rifles, "A" and "B" Troops* ... | 1 | 3 | 23 | ... | 27 | 35 | ... | |
| 52 | ... | **Jorhat—** | | | | | | | | |
| | | *Northern Bengal Mounted Rifles* ... | 1 | ... | ... | ... | 1 | 1 | ... | |
| | | TOTAL ... | 503 | 1,499 | 13,371 | 232 | 15,606 | 18,340 | 122 | |

# APPENDIX 27.

*Strength and cost of the Police force, including watch jemadars and watchmen, on each railway system (open lines) for the financial year 1913-14.*

| Classification No. of Railway (Detailed in "Index" to Appendix 1). | | Railway system. | Number of Subordinate officers of (i) Government and (ii) Railway Police. | Number of (i) Government Constables and (ii) Railway Watchmen. | Portion of the total annual cost borne by the Railway Administration. | | | | Cost of total force to the Railway Administration. | | Remarks. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | | | Supervision. | (i) Government Constables and (ii) Railway Watchmen. | Contingencies. | Total cost to the railway. | Per mile open. | Per train mile. | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | | | Average No. | Average No. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | |
| 1 | ... | Bengal-Nagpur | 57 | 1,047 | 55,310 | 82,522 | 14,780 | 1,52,612 | 55·90 | 0·01 | |
| 2 | ... | Bombay, Baroda and Central India. | 195 | 1,965 | 1,24,057 | 2,02,047 | 32,005 | 3,58,109 | 103·22 | 0·02 | |
| 3 | ... | Eastern Bengal | 156 | 1,321 | 560 | 48,239 | 1,109 | 49,908 | 29·95 | 0·01 | |
| 4 | ... | East Indian | 140 | 2,795 | 1,12,930 | 1,93,122 | 63,874 | 3,69,926 | 136·12 | 0·02 | |
| 5 | (a) to (f). | Great Indian Peninsula | 52 | 1,551 | 1,04,840 | 1,53,724 | 27,080 | 2,85,644 | 96·32 | 0·01 | |
| 6 | ... | Madras and Southern Mahratta. | 61 | 2,093 | 48,897 | 2,25,020 | 28,504 | 3,02,421 | 96·53 | 0·03 | |
| 7 | ... | Nizam's Guaranteed State. | 11 | 508 | 25,986 | 68,089 | 5,155 | 99,230 | 125·12 | 0·04 | |
| 8 | ... | North Western | ... | 2,154 | 8 | 2,65,647 | 2,334 | 2,67,989 | 51·00 | 0·01 | |
| 9 | ... | Oudh and Rohilkhand | ... | 547 | ... | 50,651 | 2,646 | 53,297 | 32·23 | 0·01 | |
| 10 | ... | South Indian | ... | 458 | ... | 1,98,571 | ... | 1,98,571 | 105·38 | 0·02 | |
| 11 | ... | Assam-Bengal | 12 | 319 | 21,365 | 20,562 | 6,859 | 48,786 | 60·10 | 0·02 | |
| 12 | ... | Bengal and North-Western. | 51 | 684 | 8,269 | 80,233 | 1,916 | 90,418 | 44·59 | 0·01 | |
| 13 | ... | Bengal Doears | ... | 20 | ... | 1,916 | ... | 1,916 | 12·53 | 0·01 | |
| 14 | ... | Bhavnagar | 17 | 73 | ... | ... | ... | 17,146 | 84·44 | 0·04 | |
| 15 | ... | Burma | 55 | 560 | 58,912 | 69,356 | 13,321 | 1,41,589 | 91·24 | 0·02 | |
| 16 | ... | Dibru-Sadiya | 1 | 11 | 1,188 | 1,978 | 27 | 3,193 | 34·89 | 0·01 | |
| 17 | ... | Goudal-Porbandar | 14 | 53 | 5,788 | 10,457 | 1,600 | 17,845 | 84·53 | 0·04 | |
| 18 | ... | Jamnagar | 1 | 8 | ... | ... | ... | 4,119 | 81·95 | 0·05 | |
| 19 | ... | Jodhpur-Bikaner | 6 | 148 | 3,306 | 16 497 | 1,542 | 21,345 | 16·34 | 0·01 | |
| 20 | ... | Junagad | 6 | 19 | 3,378 | 3,533 | 1,266 | 8,177 | 72·09 | 0·05 | |
| 21 | ... | Morvi | 5 | 23 | 2,373 | 2,992 | 1,171 | 6,536 | 70·40 | 0·03 | |
| 24 | ... | Rohilkund and Kumaon | 10 | 257 | 1,524 | 18,409 | 1,560 | 21,493 | 38·77 | 0·02 | |
| 30 | ... | Barsi Light | ... | 16 | 270 | 3,321 | 170 | 3,761 | 33·00 | 0·02 | |
| 35 | ... | Champaner-Shivrajpur Light. | ... | 1 | ... | 123 | ... | 123 | 6·07 | ... | |
| 37 | ... | Dehri-Rohtas Light | ... | 6 | 432 | ... | ... | 432 | 18·12 | ... | |
| 38 | ... | Dholpur-Bari | ... | 10 | ... | 453 | ... | 453 | 15·93 | 0·02 | |
| 46 | ... | Gwalior Light | 1 | 47 | 360 | 4,320 | 172 | 4,852 | 19·41 | 0·01 | |
| 51 | ... | Jagadhri Light | ... | 5 | ... | 706 | ... | 706 | 218·29 | 0·05 | |

# APPENDIX 28.

*Transactions of the Fine Funds for the financial year 1913-14.*

| Classification No. of Railway (detailed in "Index" to Appendix 1). | | Railway System. | Assets. | | | | Disbursements. | | | | | | Balance on 31st March 1914. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Main head. | Sub-head. | | Balance on 31st March 1913. | Fines and bonus forfeited during 1913-14. | Interest on balance. | Total. | Hospitals for sick employés. | Compassionate allowances. | Schools. | Recreation clubs. | Miscellaneous. | Total. | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | | | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. |
| 1 | ... | Bengal-Nagpur | 44,122 | 20,115 | 1,796 | 66,033 | 60 | ... | 605 | 9,298 | 13,867 | 23,830 | 42,203 |
| 2 | ... | Bombay, Baroda and Central India | 6,622 | 18,691 | ... | 25,313 | 200 | 1,780 | 4,644 | 2,075 | 8,880 | 17,588 | 7,725 |
| 3 | ... | Eastern Bengal | 849 | 17,765 | 96 | 18,710 | ... | 60 | 425 | 9,914 | 2,089 | 12,498 | 6,212 |
| 4 | ... | East Indian | 51,606 | 28,930 | 1,159 | 81,745 | ... | 737 | 11,759 | 5,767 | 1,373 | 19,636 | 62,109 |
| 5 | ... | Great Indian Peninsula | 5,447 | 26,929 | 239 | 32,615 | ... | 3,250 | 3,222 | 8,388 | 11,681 | 26,541 | 6,074 |
| 6 | ... | Madras and Southern Mahratta | 39,283 | 12,907 | 743 | 52,933 | ... | 1,381 | 2,565 | 532 | 19,653 | 24,131 | 28,802 |
| 7 | ... | Nizam's Guaranteed State | 26,039 | 2,323 | 1,132 | 29,494 | ... | ... | ... | ... | 1,560 | 1,560 | 27,934 |
| 8 | ... | North Western | 24,105 | 37,716 | 900 | 62,721 | 690 | 1,410 | ... | 14,085 | 4,731 | 20,916 | 41,805 |
| 9 | ... | Oudh and Rohilkhand | 23,653 | 8,594 | 578 | 32,815 | ... | ... | 4,874 | 5,885 | 7,925 | 18,684 | 14,131 |
| 10 | ... | South Indian | 83,049 | 2,823 | 2,515 | 88,387 | ... | 208 | 3,758 | 2,303 | 21,308 | 27,577 | 60,810 |
| 11 | ... | Assam-Bengal | 9,788 | 6,375 | 303 | 16,466 | ... | 30 | 2,167 | 3,749 | 3,556 | 9,502 | 6,964 |
| 12 | ... | Bengal and North-Western | 1,92,583 | 19,606 | 5,859 | 2,18,048 | ... | 856 | 1,200 | 1,475 | 1,602 | 5,133 | 2,12,915 |
| 13 | ... | Bengal Docars | 5,530 | 1,303 | 143 | 6,976 | ... | ... | 300 | 257 | 386 | 1,643 | 5,333 |
| 14 | ... | Bhavnagar | 2,292 | 327 | 76 | 2,695 | ... | ... | ... | ... | 143 | 143 | 2,552 |
| 15 | ... | Burma | 4,053 | 13,167 | ... | 17,220 | ... | ... | ... | 9,116 | 5,098 | 14,214 | 3,006 |
| 17 | ... | Gondal-Porbandar | 2,221 | 471 | 72 | 2,764 | ... | 30 | ... | 82 | 497 | 609 | 2,155 |
| 18 | ... | Jamnagar | 418 | 155 | 15 | 588 | ... | ... | ... | ... | ... | ... | 588 |
| 19 | ... | Jodhpur-Bikaner | 17,979 | 7,271 | 605 | 25,855 | 240 | 130 | 710 | 1,462 | ... | 2,542 | 23,313 |
| 20 | ... | Junagad | 948 | 94 | 27 | 1,069 | ... | ... | ... | 180 | 3 | 183 | 886 |
| 21 | ... | Morvi | 1,102 | 230 | ... | 1,332 | ... | ... | 85 | ... | 28 | 113 | 1,219 |
| 24 | ... | Rohilkund and Kumaon | 55,207 | 2,433 | 1,893 | 59,536 | ... | ... | ... | 687 | 1,806 | 2,493 | 57,043 |
| 25 | ... | Udaipur-Chitorgarh | 713 | 91 | ... | 804 | ... | ... | ... | ... | 28 | 28 | 776 |
| 30 | ... | Barsi Light | 228 | 315 | ... | 603 | ... | ... | ... | ... | 36 | 36 | 567 |
| 35 | ... | Champaner-Shivrajpur Light | 48 | 9 | ... | 57 | ... | ... | ... | ... | ... | ... | 57 |
| 37 | ... | Dehri-Rohtas Light | 33 | 6 | ... | 39 | ... | ... | ... | ... | ... | ... | 39 |
| 38 | ... | Dholpur-Bari | 54 | 36 | ... | 90 | ... | ... | ... | ... | 2 | 2 | 88 |
| 40 | ... | Godhra-Lunavada | ... | 2 | ... | 2 | ... | ... | ... | ... | ... | ... | 2 |
| 41 | ... | Jessore-Jhenidah Light | ... | 45 | ... | 45 | ... | ... | ... | ... | ... | ... | 45 |
| 43 | ... | Nadiad-Kapadvanj | ... | 14 | ... | 14 | ... | ... | ... | ... | ... | ... | 14 |
| 45 | ... | Tarkeswar-Magra Light | ... | 28 | ... | 28 | ... | ... | ... | ... | ... | ... | 28 |
| 46 | ... | Tespore-Balipara Light | 45 | 32 | ... | 77 | ... | ... | 59 | ... | ... | 59 | 18 |
| 47 | ... | Darjeeling-Himalayan | 411 | 142 | ... | 553 | ... | ... | ... | ... | 2 | 2 | 551 |
| 51 | ... | Jagadhri Light | 49 | 62 | ... | 111 | ... | ... | ... | ... | ... | ... | 111 |
| 52 | ... | Jorhat (Provincial) | 626 | 140 | 19 | 785 | ... | ... | ... | ... | 61 | 61 | 724 |

# APPEN

*Railway and Railway-aided schools on*

| Classification No. of railway (Detailed in "Index" to Appendix 1.) | | Railway system. | | Number of schools. | Attendance. | | | | Balance of funds in hand on the 31st March 1913. | Government grant. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Children. | | Apprentices and workmen. | | | |
| Main head. | Sub-head. | | | | Number on the rolls. | Average daily attendance. | Number on the rolls. | Average daily attendance. | | |
| 1 | 2 | 3 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | | | | | | | | | Rs. | Rs. |
| 1 | ... | Bengal-Nagpur ... ... | European ... | 10 | 520 | 395 | ... | ... | 9,801 | 17,622 |
| | | | Indian ... | 16 | 1,882 | 1,118 | ... | ... | 5,789 | 4,153 |
| 2 | (a) to (e) & (m) to (o) | Bombay, Baroda and Central India | European ... | 4 | 116 | 91 | ... | ... | 3,581 | 2,869 |
| | | | Indian ... | 3 | 130 | 102 | 23 | 20 | 187 | 197 |
| 3 | ... | Eastern Bengal ... ... | European ... | ... | ... | ... | ... | ... | ... | ... |
| | | | Indian ... | 9 | 220 | 190 | 532 | 209 | ... | ... |
| 4 | ... | East Indian ... ... | European ... | 26 | 1,0 2 | 896 | 112 | 103 | —21,070 | 38,826 |
| | | | Indian ... | 72 | 3,339 | 2,462 | 5,116 | 1,595 | 21,896 | 9,295 |
| 5 | (a) to (f) | Great Indian Peninsula ... | European ... | 8 | 377 | 303 | ... | ... | ... | 10,456 |
| | | | Indian ... | ... | ... | ... | ... | ... | ... | ... |
| 6 | ... | Madras and Southern Mahratta... | European ... | 19 | 782 | 542 | ... | ... | ... | 11,218 |
| | | | Indian ... | 4 | 339 | 249 | ... | ... | ... | 1,487 |
| 7 | (a) & (b) | Nizam's Guaranteed State ... | European ... | 2 | 56 | 42 | ... | ... | ... | ... |
| | | | Indian ... | 1 | 37 | 31 | ... | ... | ... | ... |
| 8 | ... | North Western ... ... | European ... | 2 | 96 | 71 | 43 | 26 | 3,198 | 3,755 |
| | | | Indian ... | 27 | 76 | 63 | 2,742 | 670 | 2,654 | ... |
| 9 | ... | Oudh and Rohilkhand ... | European ... | 5 | 88 | 67 | 34 | 30 | 812 | 1,086 |
| | | | Indian ... | 3 | 19 | 15 | 136 | 36 | ... | ... |
| 10 | (a) | South Indian ... ... | European ... | 3 | 132 | 109 | ... | ... | 80 | 1,860 |
| 11 | ... | Assam-Bengal ... ... | Indian ... | ... | ... | ... | ... | ... | ... | ... |
| 12 | ... | Bengal and North-Western ... | European ... | 2 | 54 | 37 | ... | ... | 3,573 | 2,225 |
| | | | Indian ... | ... | ... | ... | ... | ... | ... | ... |
| 13 | ... | Bengal Dooars ... ... | Indian ... | ... | ... | ... | ... | ... | ... | ... |
| 14 | ... | Bhavnagar ... ... | Indian ... | 2 | 38 | 29 | ... | ... | 61 | ... |
| 2 | (f) to (l) | Bombay, Baroda and Central India | European ... | 9 | 226 | 166 | 88 | 79 | 2,796 | 5,819 |
| | | | Indian ... | 8 | 419 | 325 | 54 | 48 | 482 | 1,090 |
| 15 | ... | Burma ... ... ... | European ... | 3 | 114 | 92 | 21 | 18 | 854 | 3,491 |
| | | | Indian ... | 2 | 183 | 160 | 27 | 26 | 2,911 | 4,875 |
| 16 | ... | Dibru-Sadiya ... ... | Indian ... | 1 | 147 | 107 | ... | ... | ... | ... |
| 17 | ... | Gondal-Porbandar ... ... | Indian ... | 1 | 74 | 60 | ... | ... | ... | ... |
| 19 | ... | Jodhpur-Bikaner ... ... | Indian ... | 2 | 34 | 23 | ... | ... | ... | ... |
| 7 | (c) & (d) | Hingoli Branch and Hyderabad-Godavari Valley. | European ... | 3 | 101 | 75 | ... | ... | ... | ... |
| | | | Indian ... | 2 | 75 | 58 | 1 | 1 | ... | ... |
| 21 | ... | Morvi ... ... ... | Indian ... | 1 | 33 | 30 | ... | ... | ... | ... |
| 10 | (b) to (i) | South Indian ... ... | European ... | 4 | 233 | 229 | ... | ... | 368 | 4,050 |
| 46 | ... | Tezpur-Balipara Light ... | Indian ... | 1 | ... | ... | 14 | 4 | ... | ... |
| | | | Total | 255 | 10,922 | 8,137 | 8,943 | 2,865 | 37,973 | 1,24,374 |

## DIX 29.

*the 31st March 1914.*

| SCHOOLS. | | | | | | | RAILWAY-AIDED SCHOOLS. | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| COME. | | | | | | | | AVERAGE DAILY ATTENDANCE. | | RAILWAY GRANT. | | | |
| Railway grant. | | School fees. | Miscellaneous receipts. | Total income. | Total expenditure. | Balance in hand on the 31st March 1914. | Number of schools. | Children. | Apprentices and workmen. | From Revenue. | From the Fine Fund. | Total. | REMARKS. |
| From Revenue. | From the Fine Fund. | | | | | | | | | | | | |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | Rs. | | | | Rs. | Rs. | Rs. | |
| 12,916 | 7 | 13,860 | 6,774 | 60,980 | 43,516 | 17,464 | 4 | 259 | ... | 1,020 | 143 | 1,163 | |
| 10,769 | 455 | 6,876 | 1,725 | 29,767 | 22,895 | 6,872 | ... | ... | ... | ... | ... | ... | |
| 6,140 | 1,265 | 1,794 | 571 | 16,220 | 11,685 | 4,535 | 29 | 79 | ... | 3,924 | ... | 3,924 | |
| 732 | ... | 86 | 10 | 1,212 | 873 | 339 | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | 7 | 156 | ... | 8,794 | 239 | 9,033 | |
| 2,900 | ... | ... | ... | 2,900 | 2,900 | ... | 15 | 749 | ... | 2,559 | 166 | 2,725 | |
| 23,676 | 8,000 | 1,11,707 | 55,652 | 2,16,791 | 2,02,283 | 14,508 | 7 | 452 | ... | 2,801 | ... | 2,801 | |
| 5,576 | 2,869 | 20,082 | 2,665 | 62,283 | 41,759 | 20,524 | 2 | 643 | ... | ... | 890 | 890 | |
| 50,609 | 3,222 | 7,750 | 1,478 | 73,515 | 73,515 | ... | 19 | 413 | ... | 5,674 | ... | 5,674 | |
| ... | .. | ... | ... | ... | ... | ... | 8 | 464 | ... | 1,837 | ... | 1,837 | |
| 29,191 | ... | 7,145 | 3,476 | 51,030 | 51,030 | ... | 9 | 170 | ... | ... | 2,234 | 2,234 | |
| 3,043 | ... | 891 | ... | 5,421 | 5,421 | ... | 3 | 212 | ... | ... | 331 | 331 | |
| 1,524 | ... | 338 | ... | 1,862 | 1,458 | 404 | ... | ... | ... | ... | ... | ... | |
| 483 | ... | 103 | ... | 586 | 518 | 68 | ... | ... | ... | ... | ... | ... | |
| 4,518 | ... | 1,214 | 95 | 12,780 | 9,823 | 2,957 | 25 | 656 | ... | 47,684 | ... | 47,684 | |
| 8,472 | ... | ... | ... | 11,126 | 6,920 | 4,206 | 6 | 272 | 10 | 5,838 | ... | 5,838 | |
| 4,144 | 263 | 2,189 | 15 | 8,509 | 7,376 | 1,133 | 20 | 228 | ... | 7,835 | 4,005 | 11,840 | |
| 363 | 136 | ... | ... | 499 | 499 | ... | 5 | 170 | 23 | 1,927 | 470 | 2,397 | |
| 4,611 | 107 | 614 | 20 | 7,292 | 7,277 | 15 | 3 | 216 | ... | 330 | 2,369 | 2,699 | |
| ... | ... | ... | ... | ... | ... | ... | 5 | 146 | ... | ... | 2,167 | 2,167 | |
| 1,200 | 1,200 | 1,073 | 264 | 9,535 | 5,729 | 3,806 | ... | ... | ... | ... | ... | ... | |
| ... | ... | ... | ... | ... | ... | ... | 2 | 109 | .. | 324 | ... | 324 | |
| ... | ... | ... | ... | ... | ... | ... | 2 | 65 | ... | 395 | 300 | 695 | |
| 300 | ... | 77 | ... | 498 | 354 | 144 | ... | ... | ... | ... | ... | ... | |
| 7,337 | 2,979 | 5,429 | 1,036 | 24,796 | 21,245 | 3,551 | 28 | 158 | ... | 9,581 | 180 | 9,761 | |
| 3,097 | 220 | 2,419 | 138 | 7,446 | 6,932 | 514 | 4 | 517 | ... | 1,287 | 600 | 1,887 | |
| 600 | ... | 3,404 | 66 | 8,415 | 7,600 | 815 | 19 | 49 | ... | 993 | ... | 993 | |
| 1,965 | ... | 2,898 | 90 | 12,739 | 9,637 | 3,102 | 24 | 75 | ... | 1,223 | ... | 1,223 | |
| 360 | ... | 1,111 | 164 | 1,635 | 1,635 | ... | ... | ... | ... | ... | ... | ... | |
| 811 | ... | 128 | ... | 939 | 939 | ... | ... | ... | ... | ... | ... | ... | |
| ... | 710 | ... | ... | 710 | 710 | ... | ... | ... | ... | ... | ... | ... | |
| 3,782 | ... | 672 | ... | 4,454 | 3,308 | 1,146 | 3 | 238 | ... | 912 | ... | 912 | |
| 1,404 | ... | 228 | ... | 1,632 | 1,398 | 234 | 9 | 669 | ... | 1,822 | ... | 1,822 | |
| ... | 85 | ... | 35 | 120 | 120 | ... | ... | ... | ... | ... | ... | ... | |
| 4,284 | 322 | 1,258 | ... | 10,282 | 10,264 | 18 | 3 | 214 | 23 | 1,413 | 960 | 2,373 | |
| ... | 59 | ... | ... | 59 | 59 | ... | ... | ... | ... | ... | ... | ... | |
| 1,94,867 | 21,299 | 1,93,346 | 74,174 | 6,46,033 | 5,59,648 | 86,385 | 261 | 7,439 | 56 | 1,08,178 | 15,084 | 1,23,257 | |

# APPENDIX 30.

No. 457 R. P. of 1913.

GOVERNMENT OF INDIA.

## RAILWAY DEPARTMENT.

## (RAILWAY BOARD.)

*Simla, the 14th November 1913.*

**Terms on which the Government of India are prepared to consider offers for the construction by the Agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by companies.**

RESOLUTION.—In supersession of all previous orders on the subject, the following information is published detailing the conditions on which the Government of India will be prepared to receive applications for the grant of financial assistance to companies formed to provide capital for the construction of such branch railways as Government may be prepared to entrust to companies. The terms offered have been made considerably more liberal in several respects.

2. No concession can be granted for the construction of a branch line until the line has been surveyed and detailed estimates of its cost and an adequate report on its traffic prospects have been prepared by an agency approved by the Government of India. When promoters are desirous that such a survey should be made an application should be submitted to the Railway Board in the form prescribed in memorandum B, attached.

3. The conditions on which concessions for the construction of branch lines will be granted are as follows :—

(*i*) The prospectus of the company to be formed for the purpose of providing capital for the line must be submitted to, and approved by, the Government of India before issue. The capital of the company must be expressed in rupees, and subscription must be invited only in India. The amount of capital to be raised will be subject to the approval of the Government of India and the construction of the line will not be begun until the Government of India are satisfied that capital sufficient to meet the estimated expenditure has been subscribed.

(*ii*) The railway shall be built according to plans and estimates approved by the Government of India, and must conform to the fixed and moving dimensions for the time being prescribed. The gauge of the line, the route followed, the situation of stations, and details of a similar character shall be subject to the approval of the Government.

(*iii*) All land in British Territory, which is, in the opinion of the Government of India, required for the construction of the line, will be provided free of charge, including land permanently or temporarily required for quarrying ballast, for brickfields, and similar purposes.

(*iv*) The results of existing surveys will be made available to persons applying for concessions under these rules. In cases where this is considered advisable by the Railway Board, fresh surveys will be made at the request of promoters enquiring into the probable prospects of any projected line, on the understanding that no preferential claim to a concession for the construction of the line is thereby established. If permission be eventually given for the construction of any line, the cost of all surveys, whether special surveys or surveys previously made at the cost of or with the approval of Government, shall be included in the capital cost of the railway. The Government of India expressly disclaim all responsibility for the accuracy of any survey, plan, estimate, or other information supplied by them.

## APPENDIX 30—*contd.*

(*v*) Electric telegraphs and telegraphic appliances will be supplied and maintained by the Government of India at the charges and on the conditions in force for the time being for similar services on State railways.

(*vi*) Railway materials for the construction of the branch line will be carried over railways owned and worked by the State at the special rates charged for similar materials belonging to State railways.

(*vii*) The Government of India will grant financial assistance to approved companies either in the shape of a guarantee of interest, or of a rebate to the branch line company from the net earnings of the main line from traffic interchanged with the branch. Assistance in the latter form can only be promised where the main line is worked by the State; but the Government of India will, in other cases, endeavour to arrange on behalf of the branch line company a similar agreement with the company working the parent line. A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same branch line. In cases where the entire capital is raised by the issue of shares the following terms will apply:—

(*a*) *Guarantee of interest.*—The Government of India will be prepared to guarantee from the close of the period during which interest is payable out of capital interest at the rate of 3½ per cent per annum on the approved paid-up share capital of the company to the end of the financial year in respect of which the dividend is declared, subject to the condition that all surplus profits which may be earned by the company after paying interest on the paid-up share capital at the rate of 5 per cent shall be equally divided between the Government and the company. This guarantee, where given, will remain in force until the line is purchased by the Government. Any sums payable by the Government under the guarantee shall be payable in rupees.

(*b*) *Rebate.*—When the branch line connects with a railway owned and worked by the State, the Government of India will be prepared to allow the company in respect of and at the end of each financial year, by way of rebate, such a sum, not exceeding in any year the net earnings (exclusive of earnings derived from the carriage of revenue stores) from traffic interchanged between such State railway and the branch line as shall, together with the net earnings of the branch line, make up an amount equal to interest at the rate of 5 per cent per annum on the approved paid-up share capital of the company. This undertaking will be subject to the proviso that, when the net earnings of the company, without the assistance of a rebate, suffice to pay interest at a rate exceeding 5 per cent on the paid-up share capital, the surplus shall be divided equally between the Government and the company. The payment of rebate shall commence at the close of the period during which interest is payable from capital. Payments on account will, subject to subsequent adjustment, be permissible at the end of each half-year. For the purpose of calculating the rebate, the net earnings of the main line from traffic interchanged with the branch, will be assumed to bear the same proportion to the gross earnings of the main line from such traffic as the net earnings of the whole main line system, including the branch, bear to the gross earnings of the whole system.

(*viii*) (*a*) If, in the case of a concession granted under either of the conditions of the foregoing paragraph, it be intended by the branch line company to construct and work the branch line itself, the amount to be spent each year on working expenses will be subject to the approval and sanction of the Government of India.

(*b*) In such cases the Government of India may from time to time appoint any one person to be a Director of the branch line company who shall be *ex-officio* a member of all Committees appointed by the Board of Directors of the company or by the company in relation to the undertaking or any other matter connected therewith, and shall have power to exercise at his discretion an absolute veto in all proceedings of the Board of Directors and shall not be removable except by the Government of India, and may act by a Deputy appointed by the Government of India.

(*c*) If a branch line company, which has been granted financial assistance under clause *vii* (*a*) above and permitted to work the railway by its own agency, be guilty of any breach of contract or of gross mismanagement, or if the working expenses of the railway exceed the gross earnings for six consecutive

## APPENDIX 30—*contd.*

half-years, the Government of India may at any time, after giving six months' notice, assume the working of the railway by State or any other agency. If the working of the line is so assumed, the terms of working will be fixed by Government.

(*ix*) Where the main line is a railway owned and worked by the State, the main line administration will, if it is so desired, work the branch line for a percentage of the gross earnings of the branch. When the branch and main line are of the same gauge this percentage will usually be that obtaining on the whole system, including the branch, from time to time, but will not in any case exceed 50 per cent of the gross earnings of the branch from all sources, and will include all charges on account of the use of the main line rolling-stock, subject to the condition that the company shall, if and when required to do so during the continuance of the working contract, bear the capital portion of the cost as stated by Government of strengthening the permanent-way and bridges of the branch line to enable the rolling-stock for the time being of the working railway to be used on it without restriction. Where the gauges are not the same, special working terms will be fixed in each case. When the main line is not worked by State agency, the Government of India, if desired to do so by the branch line company, will endeavour to negotiate similar terms for working with the main line administration.

(*x*) No capital expenditure by the branch line company shall be recognised, as between the Government of India and the company, unless the prior sanction of the Government of India to that expenditure has been obtained. The company shall have no power to increase its share or stock capital without the sanction of the Government of India or the Secretary of State, or to borrow money, otherwise than for purely temporary purposes, except on conditions to be specified by these authorities.

(*xi*) Any unexpended capital which the company may have shall be invested or deposited at interest in a manner to be approved by the Government of India and in the name of the company, not in that of the Managing Agents, and the return therefrom shall be treated as net earnings of the railway.

(*xii*) The branch line company, if so required, shall keep accounts in forms approved by the Government of India, and they shall supply, free of charge, all accounts required by the Government. The accounts will be subject to audit by officers appointed by the Government.

(*xiii*) Funds for the execution of new works chargeable to capital, which may be found to be necessary for the safety, economy, or efficiency of working after the branch railway has been opened to public traffic, shall be provided by the branch line company. Such works, and their cost shall, when the branch railway is worked by the main line administration, be agreed upon between the branch line company and the main line administration before they are undertaken; in the event of any difference of opinion as to the necessity for, or the cost of, any such work, the matter shall be referred to the Railway Board, whose decision shall be final.

In the event of the branch line company failing to provide, after six months' notice, any additional capital for work required under this condition or conditions (*ii*) and (*ix*) above, the Government of India shall be at liberty to supply the necessary funds, and to carry out the work, and shall be entitled to receive from the sums payable to the branch line company, by way of net earnings or rebate, interest at 5 per cent (or any lower rate that it may in special cases agree to accept) on funds so applied.

(*xiv*) Subject to the law for the time being in force, payment out of capital will be sanctioned, during a period which may extend to the close of the half-year in which the railway shall have been opened throughout for public traffic, of such sums as, with the interim net earnings, shall be required to pay interest at a rate to be agreed upon on the paid-up capital of the company.

(*xv*) Such expenses on account of administration of the branch line company as the Government of India may sanction may be charged during construction to the capital account of the company, and with effect from the date on which the line is opened for traffic throughout will be charged as follows: —

(*a*) if the branch line company works its own line, as part of the working expenses of the line;

## APPENDIX 30—*contd.*

(*b*) if the company's line is worked by the main line administration,

(1) when the net earnings do not suffice to pay interest at 5 per cent (or suffice to pay only 5 per cent) on the paid-up share capital of the company, as part of the working expenses to be met out of the stipulated percentage of the earnings of the branch taken by the working agency:

(2) when the net earnings exceed 5 per cent on the paid-up share capital of the company, as a first charge on surplus profits before division; provided that, if the surplus profits are insufficient to meet the administration charges, the balance will be paid by the working agency out of the stipulated percentage of the earnings of the branch taken by it.

(*xvi*) The rates and arrangements in force on State railways as regards services rendered to other departments of State shall apply to the branch line. The branch line company shall also be liable when called on to provide, at such stations as may be ordered by Government, buildings for post office and quarters for post office staff at a charge not exceeding 7½ per cent per annum on the capital cost of the said buildings and quarters.

(*xvii*) The Government of India reserve the right to fix and vary from time to time the classification of goods for tariff purposes, and the maximum and minimum rates for each class of goods and for passengers. They also reserve a general right of control in respect of the number and timing of trains.

(*xviii*) During the first year after opening of the branch line, or part thereof, the expenditure incurred on the maintenance of the line may be charged to capital.

(*xix*) Notwithstanding anything in the preceding clauses, expenditure due to extraordinary accidents and casualties, or to defects and their consequence in the construction of the line or in any part thereof shall be met by the branch line company, in addition to the percentage of earnings payable to the main line as working expenses, and shall be charged against the branch line net earnings, or against capital, according to circumstances, in accordance with the general usage on Indian railways.

(*xx*) All agreements for lines constructed under these terms shall include a special purchase clause permitting the Government of India to purchase the lines at any time, after giving one year's notice, in the following cases:

(1) When the Government of India consider it desirable that the gauge of the branch line should be altered.

(2) When it is desired to convert the branch line into a line of through communication.

(3) When the Government of India desire to extend the branch line (without altering the gauge or making the line part of a through route), and the branch line company is unable or unwilling to supply the necessary capital for such extension.

In the event of a line being purchased under this clause, the price payable shall be 25 times the average net earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, or 115 per cent of the capital expenditure on the line, whichever may be the greater. All payments shall be made on a rupee basis.

(*xxi*) The agreements shall also include an ordinary purchase clause permitting the Government of India to purchase the lines at the expiry of 30 years from the date on which the railway was declared open for traffic or at subsequent intervals of 10 years, subject to the condition that at least one year's previous notice of the intention to purchase has been given. The price payable on purchase under this clause shall be 25 times the average net annual earnings (excluding payments on account of guarantee or rebate) during the three years preceding the purchase, subject to a maximum of 120 per cent and a minimum of 100 per cent of the capital expenditure on the line at the time of purchase. All payments shall be made on a rupee basis.

4. Applications for concessions under these orders should be submitted in the forms prescribed by Memorandum A attached to this Resolution. Copies of the forms may be obtained on application to the Secretary to the Railway Board. Requests from promoters

for information as regards existing surveys, or for new surveys—*vide* paragraph 3 (*iv*)—should be addressed to the Secretary to the Railway Board. Applications for new surveys should contain the information required by Memorandum B hereto attached.

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The Secretary to the Government of Madras, Public Works Department, Railways.
The Secretaries to the Governments of Bombay, Bengal, Burma, the United Provinces of Agra and Oudh, the Punjab, and Bihar and Orissa, Public Works Department.
The Honourable the Resident at Hyderabad.
The Honourable the Resident in Mysore and Chief Commissioner, Coorg.
The Honourable the Chief Commissioners of the Central Provinces and Assam.
The Honourable the Agents to the Governor General for Rajputana, Central India and Baluchistan.
The Honourable the Agent to the Governor General and Chief Commissioner, North-West Frontier Province.
The Accountant General, Railways.
The Bombay, Bengal, Bengal National, Upper India, Punjab, Karachi, Madras, Burma, Chittagong Southern India, and Indian Chambers of Commerce and the Indian Merchants' Chamber and Bureau.

ORDER.—Ordered that this Resolution be forwarded for information to the Local Governments and Administrations, to the officers and to the Chambers of Commerce noted in the margin.

Ordered also that the Resolution be published for general information in the *Gazette of India*.

T. RYAN,
*Secretary to the Railway Board.*

*Documents accompanying.*

*Enclosure No. I.*—Memorandum A for the guidance of persons or syndicates desirous of submitting proposals for the construction of branch or feeder railways, with Form A and Appendix A.

*Enclosure No. II.*—Memorandum B for the guidance of persons or syndicates desirous of having surveys made for branch or feeder lines of railway by the Railway Board.

## APPENDIX 30—*contd.*

Enclosure No. I (with Form A and Appendix A) to Government of India Resolution No. 457 R. P. of 1913.

### MEMORANDUM A.

**For the guidance of persons or syndicates desirous of submitting proposals for the construction of branch railways in India forming feeders either to State lines worked by State or to railways worked by Companies.**

1. All applications for leave to construct a branch or feeder railway in any part of British India are to be addressed to the Secretary to the Railway Board.

2. All such applications shall be printed, and shall be drawn up, as far as may be in Form A attached hereto, and shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred; the proposed amount of capital, the number of shares and the amount of each share;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the railway is intended to be constructed, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge, the weight of rails, etc.;

(*e*) motive power to be employed;

(*f*) the maximum tolls, rates, and fares proposed to be charged on the projected railway;

(*g*) the proposals for working the railway when constructed; and if any agreement is under contemplation, or has been provisionally arranged with any existing Railway Administration under which the proposed line, when constructed, is to be leased out for working by such Railway Administration, the exact nature and terms of such agreement;

(*h*) the charges proposed by the applicants for floating the branch company;

(*i*) the charges proposed on account of the general administration of the branch company's affairs;

(*j*) any further information that may be required to enable Government to thoroughly understand the scope of the proposals.

3. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed railway delineated thereon, so as to show its general course and direction, and also by an estimate as correct as may be of the works proposed to be authorised.

4. When the applicants draw up their own detailed plans and estimates, these documents are invariably to be prepared in strict accordance with the Rules for the preparation of railway projects issued under the authority of the Government of India, of which copies may be obtained on payment from the Superintendent of Government Printing, Calcutta.

5. If Government are prepared to entertain an application put forward in respect of a line that has already been surveyed, permission will be accorded on application to the Secretary to the Railway Board, to inspect, at all reasonable hours, the detailed plans, sections, and estimates at the disposal of Government; and copies of such plans, sections and estimates will be furnished on payment of the cost of copying.

6. But in regard to all such information, statistics, plans, sections, or estimates, which may be furnished, it is to be recognised that the information thus offered to any person interested in the matter, is simply the best information of the kind at the disposal of Government, and that Government cannot accept any responsibility whatever in regard to the accuracy of any of the documents.

# APPENDIX 30—*contd.*

## Form A.

*To accompany all applications for leave to construct a branch or feeder railway in any part of British India.*

| | Nature of particulars to be specified. | Particulars. |
|---|---|---|
| 1 | The name of the Company, person or persons by whom the application is preferred; the proposed amount of capital, the number of shares, and the amount of each share. | |
| 2 | The termini, together with the names of all the principal towns from, in, through, or into, or near which the railway is intended to be constructed. | |
| 3 | The length, as far as known, of the proposed railway. | |
| 4 | The gauge proposed and weight of rails, etc. | |
| 5 | The motive power to be employed. | |
| 6 | The maximum tolls, rates, and fares intended to be charged on the proposed railway. | *Reference to an Appendix* (vide *Appendix A*) *may be here given if necessary.* |
| 7 | Details of any agreement which may have been provisionally arranged, or which it is desired to enter into, under which the proposed line, when constructed, is to be leased out for working to any existing Railway Administration. | |
| 8 | The charges proposed by the applicants for floating the branch company. | |
| 9 | The charges proposed on account of the general administration of the branch company's affairs. | |
| 10 | Any further information that may be required to enable the Government of India to thoroughly understand the scope of the proposals. | |

## APPENDIX 30—*contd.*

## Appendix A.

*Schedule of maximum and minimum rates and fares intended to be charged on the proposed branch railway.*

| | Maximum. Pies per mile. | Minimum. Pies per mile. |
|---|---|---|
| *Passenger fares—* | | |
| 1st class | ... | ... |
| 2nd class | ... | ... |
| Intermediate class | ... | ... |
| 3rd or lowest class | ... | ... |
| | **Maximum. Pies per mile.** | **Minimum. Pies per mile.** |
| *Carriages—* | | |
| Single carriage | ... | ... |
| | **Maximum. Pies per truck.** | **Minimum. Pies per truck.** |
| Two or more carriages on one truck | ... | ... |
| | **Maximum. Pies per mile.** | **Minimum. Pies per mile.** |
| *Horses—* | | |
| Single horse | ... | ... |
| | **Maximum. Pies per 50 miles or portion thereof.** | **Minimum. Pies per 50 miles or portion thereof.** |
| *Dogs—* | | |
| Each | ... | ... |

*Parcels and luggage—*

If it is proposed to adopt the rates approved by the Indian Railway Conference Association, it will be sufficient to state this fact; otherwise the rates proposed should be stated.

| | Maximum. Pies per maund per mile. | Minimum. Pies per maund per mile. |
|---|---|---|
| *Goods rates—* | | |
| 5th class | ... | ... |
| 4th „ | ... | ... |
| 3rd „ | ... | ... |
| 2nd „ | ... | ... |
| 1st „ | ... | ... |
| Special class | ... | ... |
| X class (Explosives, including dangerous goods) | ... | ... |

## APPENDIX 30—*concld.*

Enclosure No. II to Government of India Resolution No. 457 R. P. of 1913.

### MEMORANDUM B.

**Information to be supplied by persons or syndicates desirous of having surveys for branch or feeder lines of railway in India carried out at the cost of Government.**

1. All such applications shall specify—

(*a*) the company, person, or syndicate by whom the application is preferred;

(*b*) all the termini, together with the names of all the principal towns from, through, into, or near which the survey is intended to be carried, as well as the names of each civil division and district to be traversed by the proposed alignment;

(*c*) the length, so far as known, of the proposed railway;

(*d*) the gauge and the motive power to be employed;

(*e*) the intentions of the applicants as to the construction and working of the railway. If it is intended that the working shall be leased to any existing Railway Administration, the nature of the contemplated agreement shall be specified.

2. Every such application shall be accompanied by a map to a scale of one mile to one inch, with the line of the proposed survey delineated thereon, so as to show the general course and direction.

# APPENDIX 31.

No. 969 R.P. OF 1914.

GOVERNMENT OF INDIA.

## RAILWAY DEPARTMENT.

## (RAILWAY BOARD.)

*Simla, the 18th March 1914.*

**Terms on which the Government of India are prepared to consider offers for the construction by the Agency of private companies of branch lines forming feeders either to State lines worked by the State or to railways worked by Companies.**

READ—

Railway Department (Railway Board) Resolution No. 457 R.P., dated the 14th November 1913.

OBSERVATIONS.—It has been represented that it will facilitate the raising of capital for the construction of feeder railways under the Resolution cited above if a part of the required capital be provided on guarantee terms and the balance on rebate terms.

The Government of India have accordingly resolved to modify Resolution No. 457 R.P. dated the 14th November 1913, in order to permit of the capital required for feeder lines being raised in the manner proposed.

RESOLUTION.—*For* the sentence "A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same branch line" in clause 3 (*vii*) of the Resolution of 1913, *substitute* the following :—

"A rebate and a guarantee of interest cannot be granted simultaneously in respect of the same capital; but capital may be raised for the same branch line, partly under the guarantee system and partly under the rebate system."

*After* clause 3 (*vii*) (*b*) of the Resolution *add* the following new clause :—

"(*c*) *Combination guarantee and rebate terms.*—When the capital of a branch line has been raised partly on guarantee and partly on rebate terms, the Government of India will allow in respect of the share capital issued on the $\frac{\text{guarantee}}{\text{rebate}}$ system the amount (if any) which would have been due on such share capital from time to time had the entire capital been raised on $\frac{\text{guarantee}}{\text{rebate}}$ terms."

ORDER.—Ordered that this Resolution be forwarded for information to the Local Governments and Administrations, to the officers and to the Chambers of Commerce noted in the margin.

The Secretary to the Government of Madras, Public Works Department, Railways.
The Secretaries to the Governments of Bombay, Bengal, Burma, the United Provinces of Agra and Oudh, the Punjab and Bihar and Orissa, Public Works Department.
The Honourable the Resident at Hdyerabad.
The Honourable the Resident in Mysore and Chief Commissioner, Coorg.
The Honourable the Chief Commissioners of the Central Provinces and Assam.
The Honourable the Agents to the Governor-General for Rajputana, Central India and Baluchistan.
The Honourable the Agent to the Governor-General and Chief Commissioner, North-West Frontier Province.
The Accountant General, Railways.
The Bombay, Bengal, Bengal National, Upper India, Punjab, Karachi, Madras, Burma, Chittagong, Southern India and Indian, Chambers of Commerce and the Indian Merchants' Chamber and Bureau.

Ordered also that the Resolution be published for general information in the *Gazette of India*.

T. RYAN,

*Secretary to the Railway Board.*

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